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ECONOMIC RESTORATION OF EUROPE.

Scope of the Cannes Conference.

(Reuter's Service.)

London, December 22. After a final meeting of the Premiers this morning M. Briand stated that agreement had been reached on practically all points. It is understood whatever ideas were entertained in responsible quarters regarding the eventual summoning of a European financial conference, including Germany and Russia, they are now definitely abandoned.

The Cannes meeting will pay close attention to the economic restoration of Europe; therefore a separate conference is deemed unnecessary. Moreover, Germany and Russia may be consulted diplomatically as occasion requires, while the American Ambassador, Col. Harvey, attends officially with a watching brief.

Prior to the Supreme Council meeting at Cannes there will be a series of meetings of business men and financiers, both in London and Paris, with representatives from the respective Governments, followed by joint discussions in Paris, at which some Ministers will probably be present.

The result of these conversations will be reviewed at Cannes, and, according to British sources, it is not improbable that a proposal to convene a General European economic conference will be considered, the Allies deciding what nations will be invited.

There has been no serious difference in London as regards reparations, but naturally this cannot be dissociated from the larger question of the economic restoration of Europe.

IRISH DECISION GOES OVER TO NEW YEAR.

Dail Eireann Adjourns.

London, December 22. Dail Eireann has adjourned till January 3.

The adjournment of Dail Eireann followed the failure of the parties, after an acrimonious debate, to agree on a limitation of speeches, without which it was evidently impossible to reach a vote before Christmas.

Michael Collins moved the adjournment and Countess Markievicz seconded.

The ratificationists proposed and the secessionists opposed a time-limit. During the ensuing heated speeches both sides professed willingness to sit continuously till a decision was reached. Michael Collins (Commander of the I.R.A.) foresaw a national advantage in adjourning over Christmas, but Mr. McIntee (moving an amendment to continue till a decision had been arrived at, said there was a grave national danger.

Eventually the amendment was rejected by 77 votes to 44. The news was received with great dissatisfaction by the crowd outside.

CHIEF OF THE GENERAL STAFF.

Earl of Cavan to Succeed Sir Henry Wilson.

London, December 22. The Earl of Cavan has been appointed Chief of the Imperial General Staff in succession to General Sir Henry Wilson when the latter retires on February 2.

[General the Earl of Cavan will be remembered for his successful command of the British contingent in Italy in opposition to the Austrians. He conveyed the Victoria Cross to the tomb of America's Unknown Warrior at the recent ceremony at Arlington.]

GRAND TRUNK RAILWAY ARBITRATION.

Privy Council Grants Company Leave to Appeal.

London, December 22. The Privy Council has granted the Grand Trunk Railway Company leave to appeal from the finding of the arbitration tribunal dated on September 27.

[The previous cable stated that the decision was to the effect that the shareholders were not entitled to anything, presumably because the undertaking was not showing a profit. Mr. Taft, the former President of the United States, who was one of the arbitrators, dissented.]

DISORDER IN EGYPT.

Demonstration Over Zaghlul Pasha's Deportation.

Cairo, December 22.

The military authorities forbade the Nationalist leader, Zaghlul Pasha, to participate in politics, and ordered him and eight prominent supporters to return to their villages. They refused; consequently they will be militarily deported thither to-morrow.

Excited crowds gathered in the vicinity of Zaghlul's house and elsewhere. Two demonstrators were killed and six wounded in collisions with the police.

CHINESE EASTERN RAILWAY.

Russian Declaration.

London, December 22.

Mr. Chitcherine declares that Russia's rights in the Chinese Eastern Railway remain unimpaired until an agreement has been reached between the Russian delegation appointed for the purpose and the Chinese Government.

DEATH OF WELL-KNOWN SINOLOGUE'S WIFE.

London, December 22.

The death has occurred of the wife of Prof. Giles of Cambridge. [Prof. Giles, the well-known Sinologist, born 1845, has been twice married, his second wife being Elise Williams, daughter of the late Rev. Alfred Edersheim, this marriage taking place in 1883.]

[Prof. Giles, after holding several Consular posts out here, returned to England in 1893 and became professor of Chinese at Cambridge University. He is the author of many works upon China and the Chinese.]

CHINA'S LEGAL EXPERT RETURNS TO GENEVA.

London, December 22.

Dr. Chou-wei, the legal expert to the Chinese delegation to the League of Nations, has returned to Geneva from London.

THE WASHINGTON PROCEEDINGS.

The French Demand for Light Craft.

(Reuter's Service.)

Washington, December 23.

The Naval Committee of fifteen, with the experts, met this morning.

The committee simply states that the Chairman explained what had taken place in the sub-committee's deliberations. A general discussion followed.

It is understood that the Committee discussed the French demands in reference to light craft.

It is stated that Mr. Hughes has received another communication from M. Briand.

No Support for British No-Submarines Proposal.

Washington, December 23.

None of the Powers supported the argument for the abolition of submarines when Lord Lee (First Lord of the Admiralty) presented it to the full Naval Committee of the Conference.

M. Sarraut and Signor Schanzer registered France's and Italy's opposition. Japan took practically the same stand, although the Japanese regarded German submarineism as barbarous. The American Advisory Committee's report also opposed abolition, but the delegation declared that it held an open mind pending consideration of the British and other statements.

ROUND TABLE CONFERENCE IN INDIA.

Viceroy's Stipulation.

Calcutta, December 22.

The Viceroy informed a deputation that the round-table conference, mentioned in the cable of the 20th inst., would be impossible unless an assurance was forthcoming that the Non-Co-operators will cease defying the law.

[The previous cable said: There is an important development in the political situation in consequence of Lord Reading's consent to receive on 21st December a deputation of representatives of the provinces, which will urge the desirability of a round-table conference. It is believed that Gandhi will attend.]

DEATH OF DR. HENRY WATTERSON.

A Veteran of the U. S. Press.

Jacksonville (Fla.), December 22.

The death has occurred of Henry Watterson. [The Hon. Henry Watterson, L. L. D., D. C., L. L. B., born 1849, served on the Confederate side in the Civil War. He was subsequently a member of the U. S. Congress 1873-77. Chairman of the Democratic National Convention of 1876 and Chairman of the Platform Committee in 1880 and 1888. He repeatedly declined public office, his energies being devoted to literature and the Press, he having held the editorship of the *Courier Journal*, Louisville, for over half a century.]

CRICKET IN AUSTRALIA.

N. S. W. Win Remarkable Match with S. Australia.

Adelaide, December 22.

New South Wales beat South Australia by 17 runs. New South Wales scored 360 (Townsend five wickets for 60); South Australia replied with 376 (Pritchard 100). In the second innings New South Wales made 439 and South Australia 406 (Smith 104, Townsend 117).

THE DUTCH CONSTITUTION.

States-General Pass Revision Bill.

The Hague, December 22.

The Second Chamber of the States-General has passed the Bill for the revision of the Constitution mentioned in the message of the 24th ult.

FATALITIES IN RAILWAY COLLISION.

Venice, December 22.

The collision resulted in five being killed and 30 injured (see Earlier Cables).

(Other Telegrams on Page 2.)

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

STRAITS VOLUNTEERS RECRUITING.

Singapore, Dec. 22.

Recruiting the new Straits volunteers commenced at Singapore this morning. Twenty-nine Europeans had enlisted up to noon. Penang recruiting began earlier. There has been satisfactory progress up to the present, the number there being 220. The new General Officer Commanding, Major-General Niell Malcolm, has arrived. The new commandant of the volunteers, Lieut-Colonel Spencer, is proving a very popular personality.

THE RUBBER MARKET.

Singapore, Dec. 22.

The share market is fairly active with many inquiries for rubber shares. Rubber is 37 cents spot, a dull market.

FUNERAL.

The Late Mr. John Williams.

The funeral took place yesterday of the late Mr. John Williams, Commissioned Boatman of the Hongkong Naval Yard, who passed away on Wednesday after an illness of one week's duration. Amongst those present at the interment were Commander W. Bowden-Smith, C. B. E. (Commander of H. M. Dockyard), Commodore F. M. Hodgson (also of H. M. Dockyard) and contingents from all the Naval ships on the station. As a mark of respect the ensigns of the Naval Squadron were half-masted during the day. The deceased officer has only been in the Colony a short time. He came out from Home in the *Bleus*, joining the Hongkong Naval staff on October 22nd, of this year. He leaves a widow and one little daughter, aged 13 years, both of whom reside in England, and for whom much sympathy will be felt in their sad bereavement.

CAPTURED BY BANDITS.

A.P.C. INSPECTOR'S THRILLING ADVENTURES.

Mr. Rasmussen Tells His Story.

The story of Mr. Rasmussen's adventures in the hands of bandits in Kwangtung and Kwangsi reads more like fiction than fact and it is difficult to realize that it all happened in the twentieth century, not so many miles from Hongkong, where we live in peace and safety.

It will be remembered that Mr. Rasmussen was captured by bandits whilst carrying out his duties on the Bamboo River for the Asiatic Petroleum Company and that for nearly two months he was held captive. Towards the end of last month, however, his release was effected and he was brought down to Hongkong, where a stay in hospital was necessary for him to recuperate. He has now happily recovered and has told his own graphic story in the following words:—

On the 1st. October 1921, I was proceeding in the Company's M. B. Naam-Kong from Koo Shui to Wai-sai on the Bamboo River, when about 1.15 p.m. while I was havingiffin, I was startled by a sudden volley of shots coming from the right bank of the river, to which the vessel was holding close in owing to the shallowness of the rest of the river. No warning of any kind was given and the thickness of the bamboos on the bank of the river completely concealed the attacking pirates. As soon as I realised what was the matter, I turned over the tiffin table and threw myself into the bottom of the boat, seeking shelter from the shooting from the seats surrounding the cabin, through which I thought the bullets could not penetrate. I was dismayed, however, to find them coming through one after the other and realising that it would be dangerous to remain there I took a chance from the flying bullets and leapt for the door whence I dived into the shallow river. I found my feet and stood up with my hands up facing the pirates, who were beginning to come out from amongst the bamboos, shouting to them to stop firing as we were not firing at them and promising not to oppose them in looting the boat. Thereupon they stopped shooting but threatened to reopen fire if we did not immediately get the boat alongside the bank for them to get on board. I gave the necessary order, and while one of the crew courageously started poling the Naam-kong in, I waded ashore and handed over my watch and a signet ring to the first pirates who came near me, stating they would find the rest of my things in the boat. The pirates were exceedingly fierce and I had to make myself as cool, meek and submissive as possible lest one of them should do me some serious injury. It was only when I reached the bank that I discovered the bank that I had been wounded as follows:—One shot through the calf of my right leg, causing two holes, another one had apparently slid across the back of my left thigh causing a small furrow deep enough to lay my finger in; yet another shot, apparently one that had ricocheted, grazed the top of my right hip bone causing a lot of blue bruises all round but not much of a wound. Of the crew only one man, the engineer, was wounded. I understand he received two flesh wounds in his thigh. The crew's part of the boat not being closed in they had found it easy to jump into the river immediately the firing started and find shelter behind the hull of the Naam-kong where they were comparatively safe as long as the boat was between them and the pirates. I found out later that altogether between 110 and 120 rounds had been fired at the boat and it is a miracle that nobody was killed or very seriously injured. The pirates were at least 40 strong, but most of

had only about 40 firearms, a good number of which belonged to their chief, known by the name of Chan Tsap Yat, who did not and, I believe, never does take part in piracies.

While about a dozen or so of the pirates were engaged in looting the Naam-kong some others came along and made it clear to me that they wanted to carry me off, as well as my boy, who had a piece of thin rope round his neck. I refused to go at first, drawing attention to my wounds and pointing out that it was a very serious matter to arrest a foreigner. They took no notice of my protestations, however, and with a lot of savage men with daggers drawn and guns pointed at me I had no alternative but to do as I was told. I was wat through and had on no clothes but a shirt, white trousers and a pair of socks. In this condition I was made to walk shoeless for about three hours over rough mountain paths until they stopped for a rest and at my request gave me a pair of my own shoes and my tiffin. Throughout the afternoon march I was not allowed to quench my thirst because the pirates, according to Chinese ideas said it was dangerous for me to drink raw water from the numerous mountain springs we passed owing to my wounds. About 5 p.m. the whole gang stopped on top of a mountain and put their loot down in a heap on the ground. One or two good natured pirates pulled out a couple of sailors' uniforms and gave them to my boy and me to wear. It was here that I discovered that they had also carried off the pilot and my fox terrier pup. They proceeded to hold an auction among themselves of the stolen goods, each man's purchases being registered in a book, the amount being presumably debited to his account as no money was passed. Some little time after dark we came to a few farm houses where the gang stopped to get their "chow" and I was allowed to quench my burning thirst with the water taken from the rice after it had been boiled. Here they also took a rollcall to place on record who had partaken in the day's work and accounted for all ammunition used in a book for that purpose. We carried on that night until about midnight when we were put up for the rest of the night in an isolated farmhouse. We stayed over here the next day but as soon as the sun had gone down we were moved on again to another farmhouse where we stayed the rest of the night and the next day. Thus we were kept on the move for the next three nights, always changing lodgings in the dark. Then at last the chief came to see me; but it mattered not how I argued, he would not release me. I was then moved with my boy to a place about 25/30 miles inland taking nearly the whole night over the march. (Meantime I had been able to wash my wounds and bandage them up with a shirt I had torn into pieces.) At this place they built a small shack of grass, leaves, etc. where we stayed for about two weeks. Then reports came of soldiers (they turned out false afterwards) and in the middle of the night of the 22nd. October we were awakened and made to go to a place about two hours walk away where we spent the rest of the night as best we could under the pine trees. The following night we were again moved up to the very top of a high peak where we spent a night in a disused charcoal oven. Again the next night we were on the march up and down mountains for many hours, and eventually about three in the morning we made our beds in a very thick jungle high up a mountain. Here we stayed for several days.

SCHEME ABANDONED.

No Amalgamation Between Hotel and Dairy Farm.

We are officially informed today that the scheme for the amalgamation of the Hongkong Hotel Company and the Dairy Farm, Ice and Cold Storage Company, Ltd., has been definitely abandoned.

News in To-day's New Advertisements.

There will be a distribution of Christmas Gifts at the World Theatre on Saturday and Sunday. —Page 4.

Messrs Gibb, Livingston & Co. advise Consignees of cargo of the arrival of the s.s. *Bengloe*. —Page 3.

"My Lady's Dress" is the film feature at the World Theatre to-night. —Page 12.

"The Westerners" is the title of the picture at the Kowloon Theatre to-night. —Page 12.

The Atlas Maru, having arrived in port, the O.S.K. give the usual notice to consignees of cargo on page 5.

Oldsmobile Car for Sale. —Page 4.

Lammett's sell off Household Furniture at No. 1, Prat Avenue, Kowloon, on December 30. —Page 4.

An interesting notice to Portuguese appears on page 4. Special arrangements for the New Year Festivities at the Hongkong Hotel and Peninsula Bay Hotel appear on page 4.

To-Day's Exchange.

The closing rate of the dollar on demand today was 2s. 6 1/2d.

The Weather.

2 p.m. Barometer—30.10 Temp.—61°. Humidity—46.

Lighting-Up Time.

Lighting-up time to-day 5.45 p.m.

day we were chased out of our hiding place because the mountain side was on fire. We did not have to go very far away but spent the night sleeping absolutely in the open on a grass covered hillside. When we woke up in the morning our cotton blankets were wet through with dew. All this time there had never been more than about 4 or 5 men looking after us, the rest of the gang being engaged on other piracies now and again nearer the river and market towns. On the night of the 27th. October we went a long way again to see the chief. He was staying with a lot of his men in a farmhouse somewhere in Kwangsi. The place was exceedingly noisy, what with a few of the pirates' womenfolk about and the pirates behaving like a lot of coolies having a lark all the time. They felt perfectly secure in this place, their outposts being continually on the watch. I had a few words with the chief but the position looked as hopeless as ever—he had nothing to encourage me with but lies. Indeed I was told lie upon lie every day just to encourage me and keep me from doing something desperate. On the night of the 29th. October we were moved on to another farmhouse with only two or three men looking after us, and the pilot who had hitherto been separated from us was thrown into our party. We stayed at this farmhouse for a few days and then moved a little up a nearby hill to live in another grass shack built for us. Here we had a long stay, taking us up to the 19th. November, when the chief came along to say that we would be released in a few days and made us move to a small farmhouse a couple of hours walk away. Here we stayed about two days and were then moved on to a small hut up a hillside close to a farmhouse where I knew the chief and some of his gang were staying. On the 24th. November I was told I was to be released that night. I had been expecting this since the 20th. month.

NOTICE.

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EARLIER TELEGRAMS.

THE WASHINGTON CONFERENCE.

Washington, Dec. 22.
In the Senate, Senator Reed returned the attack on the
Quadruple Agreement. He declared that President Harding's
statement on 19th December showed that the Japanese statesmen
again had "the long end of the diplomatic negotiations." He added
hereafter, "We may wake up to-morrow to find that we have
agreed to defend the whole British Empire as that might well be
included in 'insular possession and dominion.'"

London, Dec. 22.
The ratification of the Pacific Pact by the United States Senate
is regarded as doubtful. The endorsement of its prospects is not
improved by President Harding's unfortunate interpretation of the
agreement as affecting the islands of Japan proper, although it
resulted from his subsequent statement in accepting the Ameri-
can Conference delegation's interpretation. A disclaimer, how-
ever, is unlikely to end the matter, for the anti-Pact senators are
greatly backed over the incident and Senator Borah is already making
play with the argument that the Treaty is so vague that even the
President and the Secretary of State cannot agree on its meaning.
Another argument likely to be employed is that the Pact imposes a
moral duty on the United States to assist Japan against any at-
tacks from China or eventually Russia. It is thought that some
interpretative rider should be added or the ratification by the
Senate made upon reservations designed to fix the meaning indis-
putably.

The whole episode is being regarded as particularly unfor-
tunate, because Japan has been subject to a long and lively com-
mittee discussion, the Japanese at first holding that the inclusion of
their homeland was a blow to their dignity. Another subject
attracting the attention of Washington is the Shantung railway
deadlock. There is an impression that Japan's demands savour of
a wish to retain the reality of control while sacrificing merely its
appearance.

THE PRINCE'S TOUR THROUGH INDIA.

London, Dec. 22.
The Prince of Wales returned on Thursday morning from his
game shooting in the jungles of Nepal, resuming his tour through
British India. He has arrived at Patna, leaving the train at
Patez Ghat and steaming down the Ganges, along the banks of
which, this picturesque city with its wonderful old Buddhist temples
stretches for seven miles. He held a durbar at Bankipore on the
Maida in the morning and played polo in the afternoon. The
usual haral was proclaimed, resulting in the closing of all bazaars,
but a steady influx of villagers from around in motors lent by the
authorities caused fair sized crowds to gather along the routes.

AUSTRIAN FINANCE.

Vienna, Dec. 22.
The Government has obtained Parliamentary powers for com-
pelling everybody residing in Austria to immediately exchange
their holdings of foreign banknotes, bills and foreign credits for
State bonds in either foreign or national currency. The maximum
penalty for failure to comply is ten years' hard labour.

FRENCH NAVAL NEEDS.

Paris, Dec. 22.
In an interview with *Le Matin*, M. Briand, commenting upon
the naval situation after the Washington Conference, stated that
whereas France willingly agreed to a reduced quota of capital
ships she must insist on retaining small and speedy cruisers and
submarines to protect by her own means her immense coast line
and to keep in touch with every corner of her colonial empire.—*Vale.*

DUTCH EAST INDIES.

The Hague, Dec. 22.
The Government declares that there is no reason to fear
American intervention in the affairs of the East Indies in conse-
quence of the proposed loan and adds that the sanction of the
American Government to raise the loan in the United States is
unnecessary.

THE NEAR EAST.

Paris, Dec. 22.
M. Briand and Viscount Curzon are now to take up the ques-
tions of the Franco-Turkish Agreement and Greco-Turkish media-
tion; yet the chief object of the conversations remains Europe's
economic reconstruction.—*Vale.*

CAN GERMANY PAY?

Paris, Dec. 22.
According to *Havas* special representative, French experts have
submitted facts and figures showing that Germany is perfectly able
to meet her next payments if she so wishes.—*Vale.*

FRANCE AND BRITAIN.

Paris, Dec. 22.
The exchange of views between M. Briand and Mr. Lloyd
George is proceeding in London satisfactorily, a most friendly tone
prevailing throughout.—*Vale.*

Paris, Dec. 22.
According to *L'Echo de Paris* an All-European Conference
is to meet in January on the French Riviera.—*Vale.*

CHRISTMAS SHOPPING TRAGEDY.

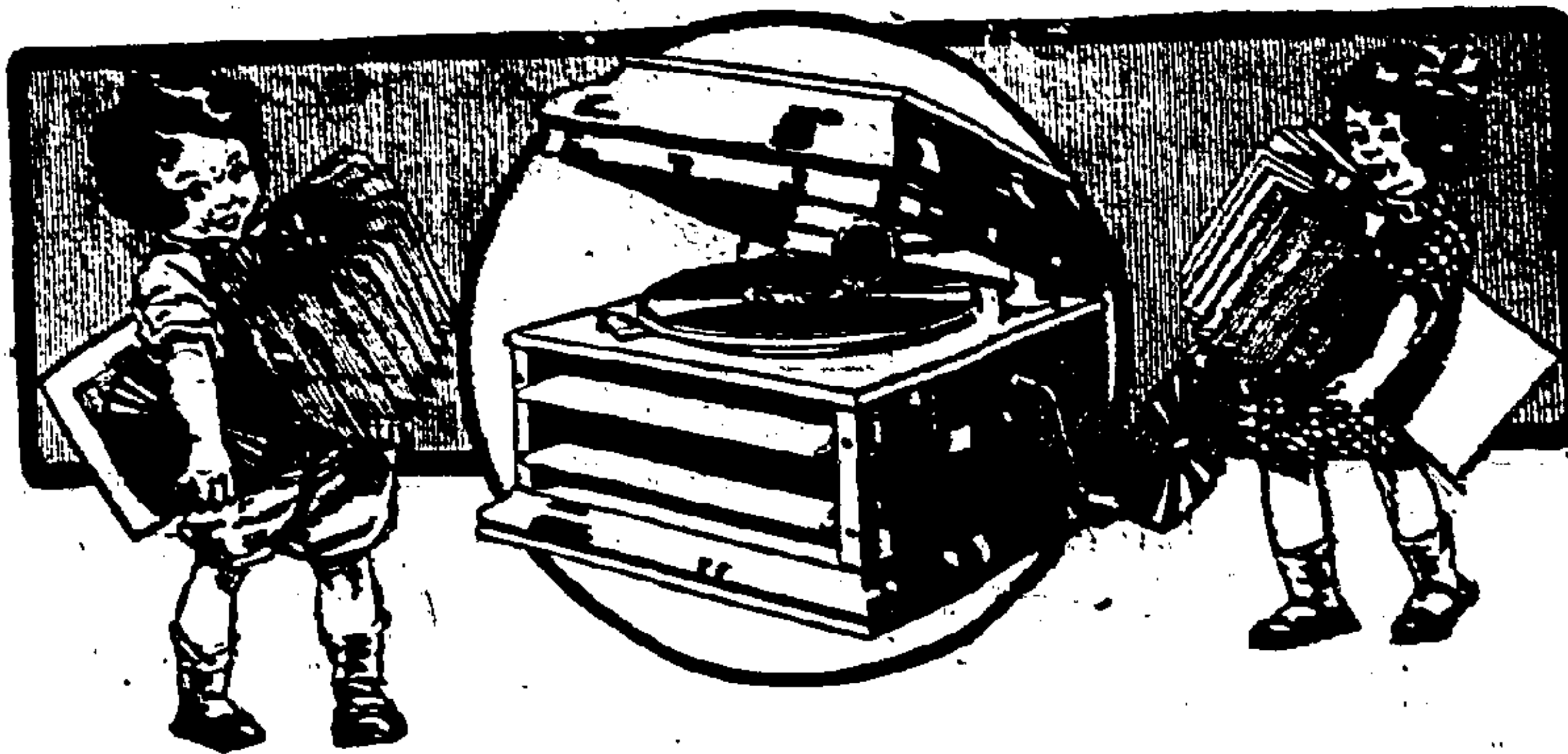
Columbus, Ohio, Dec. 22.
Twelve Christmas shoppers were killed and forty injured
through an explosion of gas in a draper's shop.

EXPRESS TRAINS COLLIDE.

Venice, Dec. 22.
The express from Paris collided with the Trieste-Rome express
on the bridge crossing the Piave. There are no details.

piece of oil paper was thrown
from the Kat Cheong tea house,
she agreed to pay compensation
to the accused party by
giving a tea party and for that
purpose paid the money to defen-
dants, who were investigators of
the tea house employees, \$40.

Witness denied the whole story.
She admitted passing the tea house
in question on the night mentioned
by Mr. Hall, but her jacket was
not soiled. She was not a
member of the Sanitary Board



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The Magistrate said it was a
well-thought-out "fake," if it was
a fake at all, specially written to
strengthen the defence. If it was
written by the Sanitary Board
Coolies' Guild he did not believe
for a moment that the complainant
was intimidated.

The Secretary of the guild if a
house employee was called upon
to give evidence with regard to the
letter. He said he read the letter
to members at a recent meeting
because it was extraordinary for
the Sanitary Board Coolies' Guild
to have a singing girl as a mem-
ber. Mr. Hall also produced
another letter purporting to
have been also sent by the Sanitary
Board Coolies' Guild to the guild of
teahouse employees. This letter,
the witness said, was a protest
against Lai Wah having been
intimidated by one whom they
believed to be a member of
his guild and requested that efforts
be made to find out the man and
severely censure him.

The Magistrate said the evidence
of the Secretary had thrown a new
light on the case. It was clear
that the defendants received the
money and the only question was
whether the money was given
voluntarily or not. His Wor-
ship expressed a desire to hear
the Chairman of the Sanitary Board
Coolies' Guild, and directed the
police to produce him at the next
hearing.

In the course of further evidence,
Mr. Hall protested against the con-
duct of a police interpreter who
frequently left the court and went
inside the witness room.

Mr. Hall said the other witness
for the prosecution was near the
witness room.
The Magistrate, to the in-
terpreter: I don't want you to
wander about.
In reply to the Magistrate, In-
spector Grant said that the
interpreter was in court to give
evidence as to the statements
which defendants made in answer
to the charge. The evidence
given by the witness was what they
had told the police.
"I quite see Mr. Hall's view,"
said the Magistrate to Inspector
Grant. "If the interpreter goes
in and out it doesn't look well,
although his actions may be per-
fectly innocent."
After further evidence the case
was adjourned until this afternoon.

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BEG TO INFORM THEIR NUMEROUS CUSTOMERS

THAT FROM

1st January, 1922.

THEIR OFFICES, SHOWROOMS & GODOWN

will be

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SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

GOVERNMENT HOUSE.

Brilliant Function Last
Night.

The second of the winter series of Government House balls, held last night, was a most enjoyable and brilliant function. Government House had been beautifully decorated for the occasion, the predominating colour being red and white.

As the guests arrived, they were handed programmes at the door by two drummers of the R.M.L.I., one being dressed up as "Santa Claus" and the other attired in a Chinese Mandarin robe. His Excellency the Governor and Lady Stubbs received the guests at the top of the stairs leading to the ballroom. The Band of H.M.S. Hawkins was in attendance and discoursed a pleasing programme of dance music.

Owing to the limited accommodation in the ballroom, both the vestibule and the lounge were utilised for dancing. The decorations, which had been beautifully carried out by Mr. H. Green, of the Botanical and Forestry Department, were much admired. Festoons, composed of banyan leaves, which were gracefully hung around the rooms; and suspended from the ceiling were lovely baskets of salvia, white chrysanthemums and banyan leaves. Around the dais, where His Excellency and party were accommodated, stately palms, salvia, and ferns were tastefully arranged. Over the entrance to the ballroom "A Merry Christmas" was prominently displayed in red electric lights enclosed in a bordering of banyan leaves. The decorations in the lounge and vestibule were on similar lines and on either of the stairways was a bank of palms relieved by poinsettias and chrysanthemums. Red Chinese lanterns were arranged around the verandah.

For the bridge devotees, the supper room had been set apart, and accommodation was also provided for those who desired to participate in the Chinese game of "mah chuk".

The dances were announced by the two Marine drummers by a roll of the drums.

The Guests.

Among the invited guests were the following:

Admiral and Miss Duff, Lt. Gen. and Lady Kirkpatrick, Sir W. and Lady Rees-Davies, Lord Acheson, Bishop of Victoria, Commodore and Mrs. Bowden-Smith, Sir C. Lady and Miss Addis, Colonel Davy, Dr. and Mrs. Forsyth, Mr. and Mrs. Gompertz, Mr. and Mrs. Holt Gale, Mr. C. Hake, Col. and Mrs. Humphrey, Pay-Lt. Capell, Hon. Mr. and Mrs. Irving, the Misses Kirkpatrick, Capt. Fisher, Hon. Mr. and Mrs. Kemp, Miss Goodall-Copestake, Miss McBean, Miss Benson, Miss Lawrence, Miss Tunley, Miss Hodson, Miss Grayson, Miss Wootton, Mr. and Mrs. R. J. Hall, Mr. and Mrs. Stephens, Mr. and Mrs. Bell-Irving, Mr. Bernard, Lieut. Brown-Cavis, Miss Fothergill, Mr. Scott, and Miss Edkins, Lieut. Scott-Bell, Miss H. Smith, Miss Farmer, Miss Hawkin, Mr. and Mrs. Birkett, Mr. and Mrs. Lafrentz, Mr. Crawford, Mr. Edgar, Lt. Davies, Capt. Dodwell, Mr. Booth, Com. Austin, Miss Wyatt, Miss Gilling, Lt. Cobb, Miss Fraser, Lieut. and Mrs. Bingham, Capt. Benning, Lieut. R. R. Beauchamp, Mr. and Mrs. Carpenter, Lt. Carne, Capt. and Mrs. Corson, Capt. and Mrs. Curry, Mr. P. A. Cox, Mr. and Mrs. Chester, Capt. and Mrs. Evans, Mrs. Emerson, Mr. and Mrs. Grant, Lt. O. L. Jones, Capt. and Mrs. James, Lieut.-Com. Gilchrist, Miss Calder, Mr. J. Hooper, Mr. and Mrs. Miss Baker, Mrs. and Miss Hartnell Beavis, Commander Binney, R.N., Lt. Com. A. Eveleigh, Surg.-Com. Lindop, Mr. and Mrs. Hammond, Lt. T. O. Bulteel, R.M.L.I., Capt. W. Barhall, Lt. W. S. Carson, Lt.-Com. C. G. B. Coltart, Lt. G. Curteis, Lieut. Dundas, R.N., Lt. Dickson, R.N., Surg. Lt.-Com. C. Grimlette, Lt. Q. D. Graham, Lieut.-Com. Higgins, Miss Williams, Mrs. and Miss Harton, Mr. Easter, Lt. Kidston, R.N., Mrs. G. Mac Krell, Mr. J. M. Dodington, Mr. C. D. Melbourne, Mr. and Mrs. C. Middleton Smith, Dr. and Mrs. W. B. A. Moore, Mr. G. Miskin, Capt. and Mrs. H. S. Mills, Lt. and Mrs. A. H. Mockridge, Hon. Mr. C. McL. Messer, O.B.E., Dr. C. W. McKenny, Mrs. and Miss Mitchell, Lt. A. L. G. McDonald, Mr. and Mrs. S. B. B. McElderry, Mr. and Mrs. A. Murdoch, Bridge-Gen. and Mrs. E. B. Macdonald, Capt. H. E. Murray, J.M.S. and Mrs. C. P. Marcel, Mortimer, Lieut. H. J. Mortimer, Mr. and Mrs. McCann,

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Stevenson, R.N., Lieut. H. C. Skinner, R.N., Miss M. M. Tunley, Mr. and Mrs. H. A. Taylor, Lieut. A. E. Thompson, Lieut. Com. J. B. B. Tower, Sir E. and Lady Stuart Taylor, Rev. Archer Turner, Major and Mrs. A. W. Timmis, Lieut.-Col. and Mrs. L. W. Taylor, Mr. and Mrs. G. G. N. Tinson, Major P. S. Tomlinson, R.A.M.C., Mr. and Mrs. J. H. Taggart, Comdr. and Mrs. E. N. Turner, R.N., Mr. and Mrs. P. Tod, Mr. B. Tanner, Mr. M. H. Turner, Mr. and Mrs. M. H. Tomes, Pay-Com. and Mrs. F. W. F. Vining, Mr. and Mrs. C. F. J. Q. Van Ufford, Mr. F. G. Vaux, Mr. and Mrs. A. W. Van Gelder, Mr. and Mrs. J. M. E. Van Gastriem, Mr. and Mrs. Vadon, Dr. D. J. Valentine, Mr. and Mrs. J. R. Wood, Rev. G. T. Waldegrave, Major and Mrs. G. H. Wakeman, Mr. and Mrs. E. A. M. Williams, Major C. Willson, O.B.E., Mid. J. J. Wynne, Mr. M. M. Watson, Mr. and Mrs. E. D. C. Wolfe, Col. and Mrs. J. R. Wyndham, Surg. Lt.-Com. and Mrs. Fitzroy Williams, Major Wakefield, Comdr. N. A. Woodhouse, Mr. C. G. Wood, Mr. and Mrs. H. P. Winslow, Mrs. and Misses Woods, Mr. H. P. White, Pay-Lt. L. V. Webb, Mr. A. M. D. Wallace, Mr. F. A. Wells, Mr. J. Hanbury Williams, Mr. W. B. Walker, Major H. F. Wallis, Mr. and Mrs. Marshall Wood, Pay-Lt. K. U. White, Lieut. J. Woodington, Major G. C. Wainwright, R.M.L.I., Sub-Lt. L. B. Whitestone, R.N., Lieut. D. G. Wemyss, R.N., Comdr. J. O. N. Wood, R.N., Sub-Lt. R. C. D. Wyndham, R.N., M.D.-M. E. Wessell, Major and Mrs. R. D. Young.

COST OF ARMIES OF
OCCUPATION.

Commission's Report.

The Commission, that has been sitting in Paris for examination of the problem of reducing the costs of the armies of occupation, has now completed its report to the Supreme Council. Upon the Commission there are American, Belgian, British, French, Italian, and Japanese representatives—the British members being General Golligher, Colonel Sir R. Hutchison, and Colonel Egerton Warburton—and they estimate that the costs of the military occupation, for reimbursement of which there is absolute priority, will be 22,000,000 gold marks (£1,100,000) less for 1922 than for the present year.

Various suggestions for still further reductions were considered, but upon these all the delegates could not agree. To carry out the suggested reductions the Commission proposes that a committee of representatives of the various armies should be appointed. The report states at length the principles that should govern the fixing and payment of all costs in connection with military operations. The Commission has also considered the costs of the various Allied commissions in Germany, not including the military, naval, and air control commissions. The Commission looks forward to the early disappearance of most of these bodies.

NOTICE

XMAS GIFTS

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which are both original & tasteful
FOR MEN AND WOMEN

TOYS & GAMES

FOR THE CHILDREN

USEFUL ITEMS
for the HOME

DAINTIES for the TABLE

A call at our Store will prove interesting
and entail no obligation.

LANE CRAWFORD'S

OPEN THIS WEEK UNTIL 6 p.m.

THE DRAGON MOTOR CAR CO., LTD.

24 DES VOEUX ROAD CENTRAL, HONGKONG

Agents in South China for:—

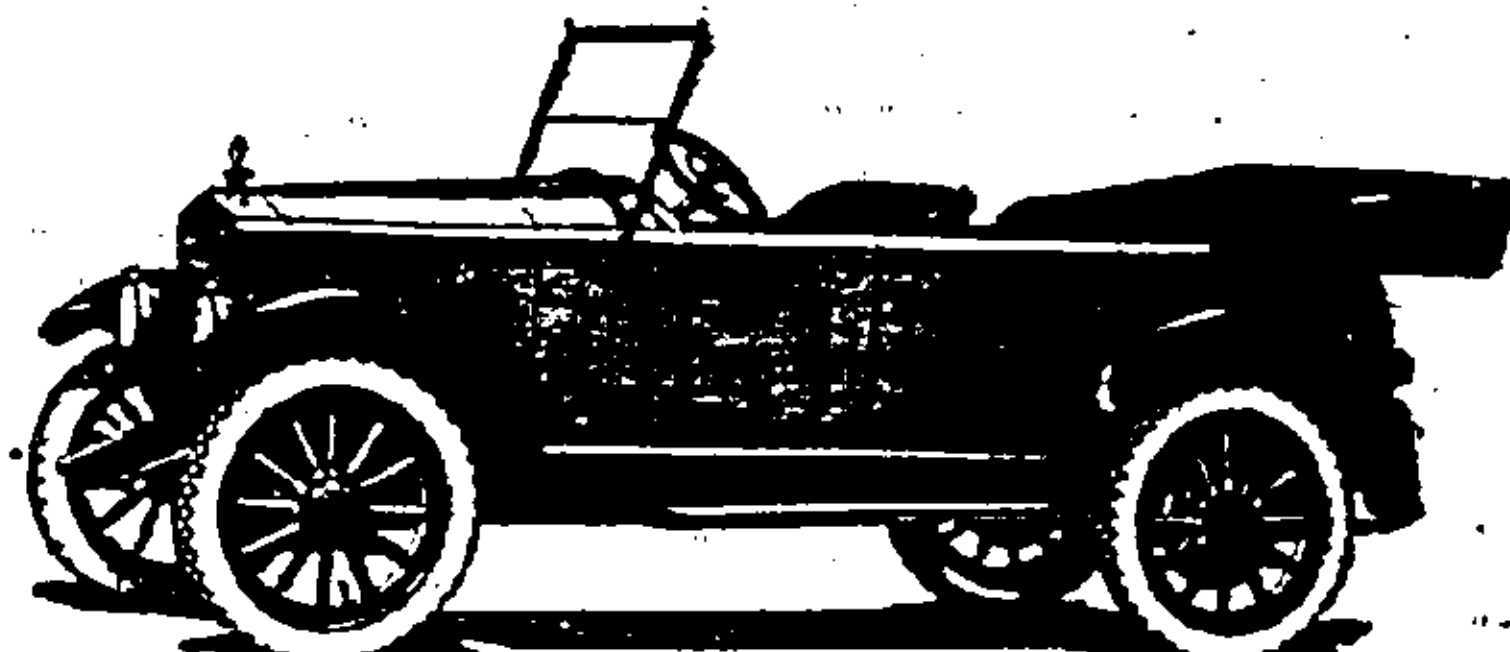
Locomobile, Mercer, Chandler, Cleveland,
Hudson, Essex, and Dodge Brothers Motor
Cars, Ace Motor Cycles and Dunlop Tyres.

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American Management.

Capable and respectful chauffeurs.

Reasonable rates.

FIRST CLASS LIVERY SERVICE
IN HONGKONG AND KOWLOON.

Head Office and

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24 Des Voeux Road C.

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CARS AND

PASSENGERS

INSURED.

Kowloon Garage:

at 26 Nathan Rd.,

Kowloon.

Tel. K. 226.



TOYLAND IS OPEN!

DOLLS FOR THE GIRLS
GAMES FOR THE BOYS.

IN GREAT VARIETY.

JUST THE SORT THAT WILL PLEASE THEM.

BRING THE CHILDREN TO-DAY.

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM."

In regard to the Rhine High Commission, which must remain in being until the occupation ends, the Commission considers that it is impossible to draw a comparison between the expenditure of various delegations, owing to differences in the various zones of occupation. The Commission, therefore, merely suggests that the Supreme Council should ask the Rhine High Commission itself to examine into the possibility of reducing expenses.

AERIAL POSTAGE STAMPS.
Mr. A. B. Raper, M.P. for East
Lancashire, is to ask the Secretary
of the Treasury if, in order to
assist British civil aviation, he
will make an issue of aerial
postage stamps.

An investment and a present.
A VICTROLA
S. Moutrie & Co., Ltd.
Sole Victor Distributors.

NEW ADVERTISEMENTS.

TO BE LET.

TO LET.—Floors in the new Bank Building, 4, Des Voeux Road, Central.—Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

FOR SALE.

FOR SALE.—"Oldsmobile" Car—8 cylinder 7 seater. First class condition.—Apply Box No. 640 c/o "Hongkong Telegraph."

FOR HAIPHONG AND HOIHOW.

Haik for Haiphong and Hoihow every alternate Tuesday. The favorite passenger steamer. **HAU-MUN.** (Capt. Charles E. Page).
Sailed 23rd November, 1921, leaving Hongkong, 11th December, 1921.
Sailed 27th December, 1921.
Apply The Hongkong and Shanghai S.S. Co., Ltd., 114, Wing Lok Street.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be closed for the transaction of PUBLIC BUSINESS on MONDAY and TUESDAY, the 26th and 27th instant.
Hongkong, 21st December, 1921.

CONSULADO DE PORTUGAL.

Sao avisa-se os cidadãos inscritos neste Consulado de que os certificados de inscricao tem de ser renovados dentro o prazo de um ano para que tiverem validade.
J. G. FERNANDES,
Encarregado do Consulado.
Hongkong, 23 de Dezembro, 1921.

CHRISTMAS AND NEW YEAR HOLIDAYS

The Department will be entirely closed on Sunday the 26th December, 1921, and on Monday the 27th December, 1921. It will be open for all purposes from Tuesday the 28th December, 1921, to Friday the 31st December, 1921, and for payment of Licenses and Taxes on Saturday the 1st January, 1922, and on Sunday the 2nd January, 1922. Licenses and Taxes will be entirely closed on the 2nd day.
N. L. SMITH,
Superintendent,
Imports and Exports.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday the 28th Dec., 1921 commencing at 11 a.m. at No. 6 Des Voeux Road, Central. (First Floor)

A Quantity of Office Furniture and Fittings

Also

1 Chubb's Safe

Height 4' 5"

Width 3' 4"

Depth 2' 3"

1 Remington Typewriter 18'

1 Remington Typewriter

1 Home Scale

5 Electric Fans

1 Radiator

And

1 Lot Electric Fittings

On view on day of sale

Catalogue will be issued

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday the 30th Dec., 1921 commencing at 2.30 p.m.

at No 1 Prat Buildings, Prat Avenue, Kowloon

A Quantity of Valuable Household Furniture

Comprising—

Leather covered couch and arm-chairs, teak bookcase, dining chairs, dinner service, glass-ware, etc., etc.

Brass bedsteads, Teak wardrobes with beveled mirror, dressing tables, Chest-of-drawers, Marble top, Lace curtains etc.,

Terms: Cash on delivery

Catalogues will be issued.

On view from Thursday the 29th December.

LAMMERT BROS.

Auctioneers.

WISEMAN LIMITED.

Owing to removal a reduction of

20%

is being made on

TOM SMITH CRACKERS,

SANTA CLAUS STOCKINGS

and all

FANCY BOXES OF CHOCOLATES

Our stock must be cleared

this week

Telephone 407.

PEAK HOTEL.

NOTICE IS HEREBY GIVEN that consequent upon the impending change of ownership of the above Hotel all persons having any accounts outstanding against the above Hotel are hereby requested to send particulars of such accounts to the undersigned on or before the 10th day of January, 1922, so that the same may be duly paid and satisfied.

Dated this 16th day of Dec., 1921.

DEACON, LOOKER,

DEACON & HARSTON,

1, Des Voeux Road, Central, HONGKONG.

Solicitors for the Proprietor of the Peak Hotel.

NOTICE.

The undersigned holding the exclusive exhibition rights in China and Hongkong, the two Serial Cinema Films—"Lurking Peril" and "Hawk's Trail" each consisting of 30 parts, which can be sold or leased by our authorized Agents.

Proceedings will be taken against anyone exhibiting same without our authority.

CHINA FILM SYNDICATE LIMITED.

Hongkong, 21st December, 1921.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Covie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.

Agents,

The COWIE HARBOUR COAL CO. LTD.

HONGKONG HOTEL CO., LTD.

REPULSE BAY HOTEL.

New Year's Eve, Saturday,

31st December, 1921.

The JAZZ BAND of the "SILVER STATE" will render special Jazz Music for the FANCY DRESS BALL on NEW YEAR'S EVE.

NEW GRILL ROOM.

A DINNER DANSANT will be held at the HONGKONG HOTEL NEW GRILL ROOM on NEW YEAR'S EVE, Saturday, 31st December, 1921.

REPULSE BAY HOTEL.

A SPECIAL TIFFIN will be served on NEW YEAR'S DAY, Sunday, 1st January, 1922.

The Hotel Orchestra will be in attendance, and bookings may be made either at the REPULSE BAY HOTEL or the HONGKONG HOTEL MAIN OFFICE.

G. R. NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Wednesday, the 28th day of December, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Lugard Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Containing in	Approximate Area	Approximate Value
1	Lot 1, Lugard Road, Hongkong.	100 sq. ft.	100 sq. ft.	100

Particulars and Conditions of the letting by Public Auction Sale, to be held on Wednesday, the 28th day of December, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Coronation Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Containing in	Approximate Area	Approximate Value
1	Lot 1, Coronation Road, Hongkong.	100 sq. ft.	100 sq. ft.	100

Particulars and Conditions of the letting by Public Auction Sale, to be held on Wednesday, the 28th day of December, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land on new road Bowen Road to Wanchai Gap, in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Containing in	Approximate Area	Approximate Value
1	Lot 1, Bowen Road, Hongkong.	100 sq. ft.	100 sq. ft.	100

Particulars and Conditions of the letting by Public Auction Sale, to be held on Wednesday, the 28th day of December, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Junction of Pak Hoi Street and Canton Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Containing in	Approximate Area	Approximate Value
1	Lot 1, Junction of Pak Hoi Street and Canton Road, Hongkong.	100 sq. ft.	100 sq. ft.	100

A. S. WATSON & CO. LIMITED.

NOTICE.

On Saturday, 24th December, all Departments will be open for business until 6 p.m.

A. S. WATSON & Co. Ltd.

21st December, 1921.

TAIKOO CLUB HALL. AN (PERETTA) ENTITLED "CINDERELLA"

will be given by the children of Quarry Bay on

FRIDAY, 23rd December, 1921.

at 8.30 p.m.

Proceeds in aid of various charities.

Admission—\$1.00.

NOTICE.

LANE, CRAWFORD & CO.

Our Store will be open during this week until 6.00 p.m. (including Saturday).

LANE, CRAWFORD & CO.

Our Store will be open on Tuesday 27th instant from 9-12 a.m.

ON THE WATERFRONT.

A Refrigerated Turbine Steamer.

The geared turbine steamer, City of Tokio, built by Messrs. Craig, Taylor & Co., Ltd., Thornaby Shipbuilding Yard, Stockton on Tees, has been official trip last month. She is the newest of the Ellerman Line vessels and is considerably the largest vessel ever built in Stockton. The dimensions of the vessel are—461 ft. 3 in. by 53 ft. 10 in. by 34 ft. 3 in. to upper deck, 42 ft. 5 in. to bridge deck. She is of the two deck type, with long poop, and combined bridge and top-gallant forecastle. She has large water ballast capacity in double bottom fore and aft, an in-deck tank and engine-room. The double bottom is also longitudinally divided, and is also arranged to carry oil fuel for the boilers. The lower two decks are insulated for the carriage of refrigerated cargoes. The refrigerating machinery is of the C.O. 2 type, and is supplied by the Liverpool Refrigeration Co., Ltd., Liverpool. The arrangement for the efficient and rapid handling of cargoes has been carried out to suit the owners' special requirements, and consists of large hatches, 16 derricks ranging up to 12 tons, and also one 50-ton derrick, 12 large winches, and all the latest improvements.

A large deckhouse amidships contains accommodation for a number of passengers and officers, whilst the captain is berthed in deckhouse above same. The engineers are alongside engine casing, with Marconi wireless house above. The petty officers and refrigerating engineers are in house at end of bridge, the firemen are in houses at each side of poop, and the stamen are accommodated in a central house on poop deck, and underneath same. The vessel is also fitted with patent steam windlass, steam steering gear of the Wilson-Pirie type fitted on the rudder head and controlled from the navigating bridge by telemotor. Electric light is fitted throughout the vessel. Except to the crew, the whole of the accommodation is provided by individually controlled steam heaters.

The machinery has been constructed by Messrs. Palmers, Shipbuilding and Iron Co., Ltd., Jarrow, and is of the single screw double geared turbines of Parsons Impulsive Reaction type, consisting of one high pressure, one intermediate, and one low pressure turbine, geared to the propeller shaft, the high pressure and intermediate working tandem. There are three main boilers fitted with Howden's forced draught, and fitted with superheaters working at 221 lbs. pressure. The boilers are also capable of burning oil fuel, coal, or oil fuel and coal together. During the whole of the trial everything worked with the greatest smoothness and a speed of over thirteen knots was obtained.

Harbour Office Holiday.

The Harbour Department will be entirely closed on Sunday, but the entry and clearing office will be open from 10 to 12 on Monday and Tuesday.

Hoosier State's Second Voyage.

The Hongkong Agency of the Pacific Mail Steamship Company has received telegraphic advice from the San Francisco Office, that the Hoosier State left that port on December 17, on her second voyage to the Orient with approximately 10,000 tons of freight and a full complement of

passengers for Japan and other ports in the Far East.

Explosives For Hongkong.

Had pirates attacked the steamer Benguet, which arrived, from London and Singapore this morning they might have found something to interest them. The vessel brought 2,400 cases of explosives to Hongkong.

A Common Offence.

Four boat people appeared before Commander C. W. Beckwith in the Marine Court to day, charged with an offence that seems much too common—going alongside a steamer before it had been examined by a police officer. The steamer was the Gregory Apar. Kenneth Andrews, A. L. S. 150 said that at 10.50 a.m. yesterday he saw the Gregory Apar along side No. 5 Kowloon Wharf. The police flag was still flying. He saw the four defendants' sampans tied up alongside and a certain amount of luggage loaded. Most of the crews were on board the steamer. The defendants stated that they did not go alongside until called by the police.

All four were found guilty and the first having a previous conviction against him, was fined \$10. The other three were fined \$5 each, the alternative in all four cases being 7 days imprisonment with hard labour.

In Wireless Communication.

The following vessels were in wireless communication with the port at 2.30 p.m. to-day:—Seang Bee, Indian, Taika Maru, Myrdon, Aozui Maru, Sado Maru, Yoshida Maru.

CRICKET.

Civil Service v. Hongkong C. C.

The First XI of the Civil Service plays the Hongkong C.C. on C.S.C. ground at 2 p.m. on Tuesday next.

The following is the team.—W. P. Edmonds (Captain), H. E. Strang, F. J. Ling, W. Thornton, C. J. Tacchi, H. Sandford, E. C. Fincher, E. E. Dunkley, R. C. Wiltchell, J. C. Fletcher and W. Cowan.

In the friendly match, K.C.C. v. Navy, Boxing Day, commencing at 10.30 a.m., the following have been selected.—J. P. Robinson, J. Stalker, E. L. Braga, C. I. Stapleton, C. Dance, F. E. Lawrence, F. G. Thompson, C. Russell, H. Overy, L. J. Blackburn and E. F. Spinks. A. O. Brown, Reserve.

I.R.C. v. C.R.C.

The following will represent the I.R.C. in their friendly match against the C.R.C. on the latter ground to-morrow at 2.15 p.m.:—F. H. Ismail, S. Abbas, A. H. Rumjahn, A. H. Madar, S. A. Ismail, N. B. Kitchell, J. S. Curran, S. A. R. Ismail, O. Rumjahn, A. K. Minou and F. M. Arculli.

NAVY v. MR. SEVERN'S XI.

An interesting friendly match will be played on the Civil Service Ground on Saturday, commencing at 11 o'clock, when a side representing the Navy will meet an eleven chosen by Mr. Claud Severn. The Navy team will be as follows:—Commodore Bowden-Smith, Surg.-Lieut. Barlow, Midshipman Cooks, Lieut.-Com. Douglas Hamilton, Lieut.-Com. Drewe, Lieut.-Forbes, Lieut.-Com. Gilchrist, Mr. Kennedy, Surg.-Com. Lindop, Pay Lieut. Pearce, and Rev. Father Purcell.

For Christmas Dancing. The VICTROLA.

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CAPITAL STOCK PESOS 700,000.

divided into 1,000,000 shares.

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"McLarens" In half pound jars ... \$1.25 per jar

Canadian Twin Cheese ... 1.00 per lb.

American Fancy Flat ... 80 cts. per lb.

FISH

Canadian Salmon ... 65 cts. per lb.

Canadian Haddock ... 50 cts. per lb.

Canadian Kippers ... 50 cts. per lb.

Canadian Blosters ... 50 cts. per lb.

POULTRY

Canadian Turkey ... \$1.50 per lb.

VEGETABLES

Canadian Potatoes ... 08 cts. per lb.

FRUITS

Californian Grape Fruit and Oranges, Canadian Apples

Having the facilities in our refrigerators for carrying large stocks of Meat, Poultry and Game (both cooked and uncooked) we are in a position to supply the public with produce ready for the table at short notice.

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J. SHERRILL & MABEL WITHEE

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SATURDAY 24th. 5.15 p.m.

CLARA KIMBALL YOUNG

"FOOLISH VIRGIN"

SUNDAY, 25TH. "SANTA CLAUS & STAR of BETHLEHEM"

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 MYRMIDON 14th Jan. Liverpool

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The S.S. "RHODESIA"

will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian Ports about 24th December.

Further Sailings:-
 Expected on or about: Will leave for above ports on or about:

M.S. "JAVA" 21st December 15th January.
 M.S. "INDIEN" 30th 6th February.
 M.S. "PERU" 30th 15th "
 S.S. "ARABIAN" 4th January 15th "
 M.S. "KINA" 23rd 3rd March.
 M.S. "AFRIKA" 1st February 10th "

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 Hongkong, 13th December, 1921.

VACATION TRIP.

HONGKONG-SHAMSHUI-WUCHOW.

In the splendid and luxuriously appointed 500 tons Motor Ship "KONG NING" between Hongkong, Shamshui, Shin Hing through the LOVELL CUNY ON THE WEST RIVER TO WUCHOW.

SPLENDID 1st and 2nd class passenger accommodations; large and airy berth cabins on upper deck; no port holes but large airy windows; fitted throughout with electric light and fans, etc.

M.S. "KONG NING"
 Steamers Leave Hongkong.
 "Kong Ning" Tuesday, Dec. 27.

Round trips occupying 5 days; including meals and 24 hours stay on board at Wuchow \$45.00.
 For further particulars apply to:-

BANKER & CO.

GENERAL NEWS.

PREMIER'S NEW HOME?

Mr. Lloyd George has (according to the Central News) purchased from Lord Ashcombe a portion of the Churt estate, which lies about five miles from Farnham. The property is situated in the midst of the most beautiful part of a heavily-wooded district. It adjoins the famous Devil's Jump country, and is not far from the

Frensham Ponds. Hartley Common golf course, which has been extended to 18 holes, is quite handy, while not more than three miles away is the Hindhead links regarded as the most natural course in the South of England.

New VICTOR DANCE RECORDS for your Christmas Party. Secure them early.
S. Moutrie & Co., Ltd.
 Sole Victor Distributors.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship "SILVER STATE"

having arrived from Seattle via ports, on 17th December consignees are hereby notified that their cargo is being landed at their risk into the Godowns of The Hon. Shan Godown Co., Nos. 1 and 2, Dundas St. Yaumati and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 23rd Dec., by the Co's surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after 24th Dec., will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

PACIFIC S.S. CO.

United States Shipping Board, Emergency Fleet Corporation, Managing Agents.

THE ADMIRAL LINE.

5th Floor, Union Building, Hongkong, 17th December, 1921.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

From NEW YORK.

Consignees per Co's Steamer "DEUCALION"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 21st December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 27th Dec., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th Jan., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.
 Hongkong, 21st Dec., 1921.

"SHOULD THE CHURCHES ADVERTISE?"

A novel suggestion is thrown out by "A Layman" in the Daily Chronicle that the Churches should combine to institute a great national advertising campaign to attract the people to places of worship. Such a campaign, he argues, would revolutionise church-going in a few weeks, while the burden of cost on the individual church would be very small indeed.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA.

From YOKOHAMA via KOBE, DAIREN & SHANGHAI.

The Company's Steamship "ATLAS MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 25th Dec., 1921 will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSHEN KAISHA, Y. YASUDA, Manager.

Hongkong, 22nd December, 1921.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From ANTWERP, MIDDLESBRO, LONDON & STRAITS.

The Steamship "BENGLOE"

Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 6th Jan., 1922, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 23rd Dec., 1921.

"For the Blood is the Life."

Sufferers

from Bad Legs, Abscesses, Ulcers, Piles, Glandular Swellings, Leucemia, Bells, Phlegms and Eruptions. Clarke's Blood Mixture, most reliable for the cure of the blood, is to free the blood of the poisonous waste matter, the one cause of such troubles. Clarke's Blood Mixture contains ingredients which soon overcome and arrest the impurities, that's why so many lasting cures stand to its credit.

Pleasant to take. Of all Chemists and Druggists.

Refuse Substitutes.

"Everybody's Blood Purifier."

Clarke's Blood Mixture

Clarke's Blood Mixture

Clarke's Blood Mixture

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CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE LIMITED.

From UNITED KINGDOM, PORT SAID, COLOMBO & STRAITS.

The M.V. "GLENNAVY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where and/or from the wharves, delivery may be obtained.

Goods not cleared by the 8th Dec., at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard & Douglas, on 23rd Dec., at 10 a.m.

Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

The M.V. "GLENNAVY" also brings forward cargo loaded per M. V. "GLENOGLE" at Middlesborough, Hamburg and Antwerp which was subsequently reloaded at Antwerp owing to a collision with s.s. "Edam".

A General Average having been declared on the "GLENOGLE", Consignees are requested to sign an Average Agreement and pay a deposit of two per cent of the value of the goods before Bills of Lading will be countersigned.

Valuation forms can be obtained from the undersigned.

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 19th Dec., 1921.

NOTICE TO CONSIGNEES.

"GLEN" LINE LIMITED.

From UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

The Motor Vessel "GLENVYLE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd Dec., at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard & Douglas, on 23rd Dec., 1921 at 10 a.m.

Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

A General Average having been declared on this ship, Consignees are requested to sign an Average Agreement and pay a deposit of one per cent of the value of the goods before Bills of Lading will be countersigned.

Valuation forms can be obtained from the undersigned.

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 19th Dec., 1921.

POLO.

Final Match for the K.O.Y.L.L. Cup.

Lieut.-Colonel Wyndham and Officers of the 2nd, Wiltshire Regiment were "at home" at the Polo Ground at Causeway Bay yesterday afternoon on the occasion of the final match for the K.O.Y.L.L. Cup between teams representing the Army and Civilian. The Army had previously met and defeated the Navy and were regarded as strong favourites. A good number of polo enthusiasts assembled and enjoyed a particularly good game, in which the Army ran out winners by four goals to one.

His Excellency the Governor (Sir Edward Stubbs, K.C.M.G.) arrived just prior to the commencement of the game, and was received by Col. Wyndham. Among other notable personalities present were the Commander-in-Chief (Admiral Duff, K.C.B.), the General Officer Commanding (Lieut.-General Sir G. M. Kirkpatrick, K.C.B., K.C.S.I.), and Sir William Rees Davies.

During the course of the afternoon's proceedings, the Wiltshire Band, under the conductorship of Bandmaster J. W. Eaton, rendered a pleasing programme of music.

The Game.

The teams lined out at 4 o'clock as follows:

Army: Lieut. R. P. Beavan (1), Lieut. C. Sergeant (2), Lieut. J. M. Dodington (3) and Major Timmis (back).

Civilian: Mr. P. A. Cox (1), Mr. J. E. H. Bibby (2), Mr. J. Bell-Irving (3) and Brig. General Macnaghten (back).

The Army was very aggressive from the commencement, Sergeant and Beavan being prominent with some good work, taking the ball right up to their opponents' goal. The final shot, however, went wide. Subsequently, play was very even territorially, but the Army combined more effectively with several scoring opportunities which they failed to turn to good account.

Play brightened up considerably in the second chukka, and Dodington, securing close in, had little difficulty in putting the Army one up. Re-starting the Army came away with a rush and although temporarily checked by Macnaghten, they came again and Sergeant, with a beautiful cross shot which hit the inside of the post and went through, gave the military a lead of two goals.

In the third chukka some very even play was witnessed, with the Civilian putting up a good fight. After a nice run through, Bibby obtained a good goal for the "Givies" but the Army increased their lead immediately afterwards, Dodington shooting through from a "scrum" in the goal mouth. Timmis, who was playing a very steady game at back, tried a long one which just went outside, and, at the other end, Bibby was almost through, Dodington falling back and saving almost on the goal line.

The last chukka was the most exciting of all. For a time, the Civilian exerted a good deal of pressure and Bibby tried a back handler which had not sufficient force behind it. Beautiful work between Beavan and Sergeant resulted in the ball being taken in the vicinity of their opponents' goal and Sergeant, receiving a nicely placed pass from his colleague, had no difficulty in increasing the Army's lead. Subsequent play was fast and fairly even, the game ending in a win for the Army by four goals to one.

The victory of the Army was entirely due to superior combination. Individually there was very little to choose between the players, but as a team the Army showed

that they had had more training together. The players understood each other well and were generally in the right position to receive the ball when it came along. Another advantage the Army possessed was not so sound a back as Timmis, his captaincy was quite a feature of the game.

Capt. Neville and Capt. Johnson satisfactorily discharged the duties of umpires and Lieut.-Colonel Clement-Smith acted timekeeper.

Presentation of the Cup.

At the conclusion of the game, His Excellency the Governor presented the K.O.Y.L.L. Cup to Major Timmis, the captain of the winning team. His Excellency congratulated the Army upon their success and said how pleased he was to see the Wiltshires distinguish themselves on one of their last appearances on the Hongkong Polo ground. He hoped they would have as successful a time in India. As that was probably the last occasion upon which he would have an opportunity of seeing the men of the Wiltshires together, he should like to say how sorry the whole Colony would be to lose them. They would carry with them very best wishes to India. (Applause).

Major Timmis, accepting the cup, briefly returned thanks.

EDUCATION COMMISSION

AT SHANGHAI COLLEGE.

Vocational Training.

The Education Commission visited Shanghai College last week and first inspected the buildings. They expressed keen admiration for the new Science Building, which is rapidly nearing completion. Then they met the faculty in the reception room, where the President of the College gave an outline of the equipment of the college, the number and character of the students, the courses of study, and what in general the college is trying to do for China.

Dr. White expressed the aim of the college to be to train Christian leaders for definite tasks. Every student entering college joined a special group where he received the training he required for his life work along the lines best suited to his chosen vocation. These groups at present are Education, Social Sciences, Natural Sciences, Religion, Business and Chinese Literature. Most of the students are fairly evenly divided among the first five named groups, the Natural Sciences claiming 40 men, Social Sciences 31, Business 29, Education 18, and Religion 20. These figures represent approximately the vocations to which the students are looking forward.

WHEN CHILDREN GRIND THEIR TEETH IN SLEEP

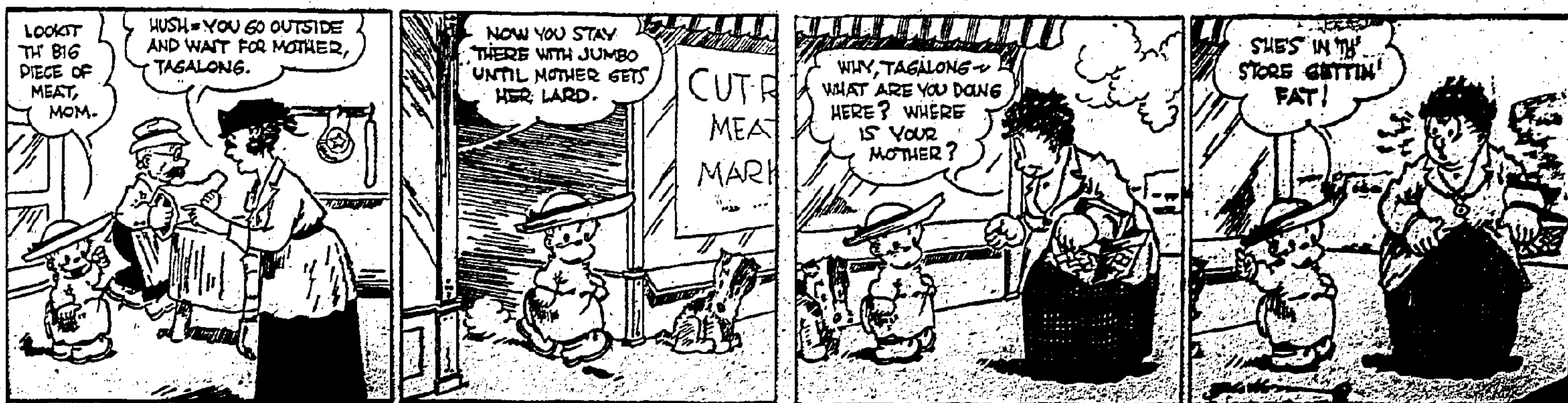
It is almost always a sign of worms. Other indications are irregular appetite, bad breath, pain and swelling of the abdomen, irritation in the nose. Baby's Own Tablets, the Canadian children's remedy, given for a few days, destroy worms, and a marked improvement in appetite and general health, speedily results.

Guaranteed free from opiates and absolutely harmless even to the youngest babe, Baby's Own Tablets are a remedy for infantile indigestion, constipation, colic, simple fever, diarrhoea and teething troubles. Obtainable from chemists or post free at 60 cents the vial from Dr. Williams' Medicine Co., 96 Bechoen Road, Shanghai.

FRECKLES AND HIS FRIENDS

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BY BLOSSER



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Single Copies, Daily, ten cents.Advertisements and Subscriptions which are not ordered for a
fixed period will be continued until countermanded.The "Hongkong Telegraph" is now on sale at, and will be
delivered to subscribers by, the Dairy Farm Company, Ltd.,
Shamsham, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 23, 1921.

THE STATUS OF THE PHILIPPINES.

The Wood-Forbes report having been presented to and approved by President Harding, the parties in the Philippines are getting busy airing their views upon it. It will be remembered that while the report made sundry recommendations in reference to the administration of the islands, there is no reference to independence. Thus the main question remains where it was, meaning that America has agreed to withdraw when the Filipinos have demonstrated their capacity for complete self-government. Obviously this leaves the question of the date of independence in a very indefinite state, and necessarily so in the circumstances of the investigation. So far as the Wood-Forbes report bore upon this question indirectly, its purport was probably unfavourable, for the administration was criticised in several important respects, including finance, justice, and education, at the same time that praise was given to the Filipinos for the considerable aptitude they had shown in availing themselves of the large measure of autonomy conferred by President Wilson.

The question of independence may therefore be regarded as in abeyance. No further promise is made, nor are the previous promises withdrawn. It has to be noted, however, that since the independence campaign has been pushed to the fore, an energetic movement in opposition has been engineered by Americans in the islands, particularly on the part of the Manila Chamber of Commerce, which is altogether hostile to evacuation. On the other hand, the Wood-Forbes report evidently does not give satisfaction to the Filipinos, as both houses of the Legislature have decided to make representations to the United States President by sending a deputation. Opinion among the Filipinos is by no means unanimous, and we notice that a member of the Legislature who was invited to form one of the deputations has refused on the ground that America has already conceded the bulk of the Filipino demands. On the whole, however, there seems to be no doubt that independence is a live issue. The Nacionalista Party has just held another meeting to further the campaign, at which the Hon. Manuel Quezon, President of the Senate, outlined a far-reaching programme, embracing the development of Filipino defensive forces; and the Party gave a general endorsement to his policy.

At the same time the Filipino advocates of independence, like the Sinn Feiners, appear to be in some doubt as to precisely what they wish and how the changed status would work. Even Mr. Quezon, who, while in some respects he may be regarded as belonging to the advanced wing, is in others a moderate, has shown signs of this caution. The Filipinos have caught on to the independence slogan, but, except perhaps on the part of the hot-heads, there is a lingering uncertainty in regard to their future if left to their own resources. Hitherto the attitude of the responsible Filipinos has resolved itself into this: that they are sensible of the benefits of American protection, but dislike the idea of suzerainty. The proposal to develop their own defensive forces introduces a new element, unless these are to be of an auxiliary character. Possibly a solution will be eventually found along some such lines as those now being debated by Dan Eireann.

NOTES & COMMENTS.

Loans to China.

There was a very interesting item in our Chinese news yesterday, one which should have attracted the attention of all those who are taking an interest in the international effort to put China on her feet again. It was regarding a Peking telegram received here, stating that a party of Japanese capitalists have arrived at Peking to take part in negotiations for the raising of a loan of from 10 to 20 million dollars for the Chinese Government. The loan, which will be known as the "Sino-Japanese Development Loan" if it goes through, will be secured on the public parks in Jehol, some forests in the east of Shantung, and many waste places in Chekiang. We wonder what the Peking Government is thinking about to negotiate a loan with Japan on anything but at a time when the return of that province to China is engaging the attention of the diplomats of the world at Washington. As we stated on Wednesday it is the loaning of money to China through other channels than that of the Consortium which has done so much harm. It is well-known and openly discussed that Japan has been the worst offender in this respect, and yet at this critical stage in the Washington discussions we hear that Japanese financiers are trying to put through another loan. We shall expect to see severe criticisms. If China needs further foreign money it should be secured through the Consortium, but the Consortium has wisely ruled that there is an adequate guarantee that it will be spent in proper directions. In other words China has to put her house in better order before she is judged worthy of further financial assistance. To lend more money without some such guarantee would only mean placing China in a worse position than before. We made a rather misleading omission in our Note of Wednesday. We called Mr. Lamont the head of the Consortium organisation, whereas it should have been "head of the American group of the Consortium organisation." If any group could be called the head it would surely be the British group, but there is scarcely need for any such distinctions to be emphasised. New York is not now the only capital in the world in which money for loan purposes can be found and it is just as well to make that clear. But it is far more essential to make it clear that China—or, rather, her present Peking officials—should not be allowed to contract any further loans until the administration of the country has been put on a better footing. What is the use of her Washington delegates assuming an aggrieved air while her officials in Peking mortgage national assets for party issues? Liang Shi-ye, the new Premier, is early living up to his reputation as a money-getter.

The only case of notifiable disease reported yesterday was one of enteric fever (non-fatal). A charge of absconding with a sum of \$470 belonging to the firm has been lodged by a Chinese living at No. 31 D'Aguilar Street against his partner.

To-morrow's pictorial page will contain the following photographs:—The Stewart-Cox Wedding party; the Sutherland-Dottridge Wedding at St. Andrew's; Hong Kong's Poor being entertained at the R. C. Cathedral; and three group photographs of members of D. Coy. Wiltshire Regt. showing shields won for athletics, bayonet-fighting, tug-of-war and Lewis Gun Competitions.

When "My Lady's Dress" Edward Knoblock's splendid play was staged with such tremendous success at the Royal Theatre and created a furore in the theatre world, more than one critic remarked how peculiarly well the plot would lend itself to the vast possibilities of the screen.

Samuelson's have recognised this and given us a magnificent screen version of the famous play, with two such finished artists as Gladys Cooper and Malcolm Cherryl to provide perfect acting amidst settings remarkably alive for their beauty and their correct representation of several periods and countries. Indeed the scenery, manners, customs and dresses may be summed up in one word—"perfect," so that we actually lose ourselves in the story as it is unfolded before us, whether in the luxurious modern English homes, in the splendid West End atelier, old Dutch village of three hundred years ago, or in the various other countries which can contribute their share to the making of a society woman's gown.

Surely those who follow this story of the making of "My Lady's Dress" through the comedy and tragedy of human lives, will never again be able thoughtlessly to look upon a beautiful gown—or any other of the splendid products of our day—without indulging in a little sentimental retrospect as their thoughts wander towards the possible hopes and fears, the loves, passions and tragedies in the lives of those who have wrought them, and above all is the lesson that love triumphs over everything, consigning to a very secondary place the tyranny of fashion, the desire for admiration, for place and power.

The Naval Ratio.

In connection with the much discussed naval ratio the attitude taken up by France has called forth a very candid communication from Mr. Hughes, the United States Secretary of State—a communication couched in terms of the very frankest advice. In plain language he told France that if she insists on her present demands it would not be possible to carry through an agreement in the interests of France. The whole tenor of the letter to M. Briand was something in the nature of a rebuke, the hint being given that France is guilty of a spirit of militarism. Without going into that very thorny and delicate question one can only hope that France will abandon her request for a revision of the ratio, more especially seeing that definite assurances have been given that France would be adequately protected in case of need. France is putting forward her plea on the ground that it is the minimum required for defensive purposes, but one might well ask "defence against whom?" There has been a genuine attempt made at Washington on the part of all the Great Powers to interpret the world-wide spirit of pacificism and it will indeed be a tragedy if, in the atmosphere of mutual assurances, the reaching of a definite agreement is prevented because of the undue fears of any one nation. Mr. Hughes' reference to the recovery of the economic life of France and the disappointment it would be to find that she is contemplating putting a hundred millions into battleships was a

DAY BY DAY.

IT IS BETTER TO SUFFER WRONG THAN TO DO IT, AND HAPPIER TO BE SOMETIMES CHEATED THAN NOT TO TRUST.—Johnson.

The only case of notifiable disease reported yesterday was one of enteric fever (non-fatal).

A charge of absconding with a sum of \$470 belonging to the firm has been lodged by a Chinese living at No. 31 D'Aguilar Street against his partner.

To-morrow's pictorial page will contain the following photographs:—The Stewart-Cox Wedding party; the Sutherland-Dottridge Wedding at St. Andrew's; Hong Kong's Poor being entertained at the R. C. Cathedral; and three group photographs of members of D. Coy. Wiltshire Regt. showing shields won for athletics, bayonet-fighting, tug-of-war and Lewis Gun Competitions.

"MY LADY'S DRESS."

A Special Film.

Samuelson Film Mfg. Co., of Isworth, England, presents the well-known British Players, Gladys Cooper and Malcolm Cherryl in "My Lady's Dress," a magnificent picture of 7 parts, written by Edward Knoblock, which is going to be shown at the World Theatre this evening and for three successive evenings at 9.15 p.m.

When "My Lady's Dress" Edward Knoblock's splendid play was staged with such tremendous success at the Royal Theatre and created a furore in the theatre world, more than one critic remarked how peculiarly well the plot would lend itself to the vast possibilities of the screen.

Samuelson's have recognised this and given us a magnificent screen version of the famous play, with two such finished artists as Gladys Cooper and Malcolm Cherryl to provide perfect acting amidst settings remarkably alive for their beauty and their correct representation of several periods and countries. Indeed the scenery, manners, customs and dresses may be summed up in one word—"perfect," so that we actually lose ourselves in the story as it is unfolded before us, whether in the luxurious modern English homes, in the splendid West End atelier, old Dutch village of three hundred years ago, or in the various other countries which can contribute their share to the making of a society woman's gown.

Surely those who follow this story of the making of "My Lady's Dress" through the comedy and tragedy of human lives, will never again be able thoughtlessly to look upon a beautiful gown—or any other of the splendid products of our day—without indulging in a little sentimental retrospect as their thoughts wander towards the possible hopes and fears, the loves, passions and tragedies in the lives of those who have wrought them, and above all is the lesson that love triumphs over everything, consigning to a very secondary place the tyranny of fashion, the desire for admiration, for place and power.

The closing scenes are very charming as we see the beautiful young wife shake off the last and tragic episode of the dream in which she has imagined her husband and herself to play such varied parts, and awakens to the happy consciousness of his enfolding love.

CHINA TO ATTEND MEDICAL CONFERENCE.

The Chinese Government has decided to accept an invitation to participate in a convention to discuss the prevention of plague which will be held in Batavia during the early part of the coming year. China will be represented by Dr. Wu Lien-teh.

strong line and one which will undoubtedly impress the French nation as a whole. If all the Powers of the world can only seize and act upon the spirit in which the Washington Conference was opened it will go down in history as one of the greatest gatherings the world has ever known. If the representatives of the nations fail to display the spirit of compromise which is essential to the success of all such gatherings they will earn the censure of all time.

CAPTURED BY BANDITS.

(Continued from Page 1.)

pletely out of order and I had very high fever. Some time after midnight on the 24th, we heard a lot of firing below the hill near the farmhouse where the chief and other had been until a few hours previously. The two pirates who were looking after us immediately blew out the lantern they had and went outside where they emptied a rifle and decamped in the opposite direction. A few minutes later the soldiers came up firing their guns, blowing bugles and shouting, etc. They found us, my boy, the pilot and myself as well as the dog all alone and they were not long in procuring a chair for me and setting out on the long look for homeward journey. We were, it transpired, right in Kwangsi province and to get back to the Bamboo River it took us no less than the whole of the rest of that night and up to about 3 p.m. the next day. The journey down river was continued at once and eventually we reached Canton safely on the following Sunday afternoon, the 27th. November. I was naturally curious as to how my release had been effected and on questioning the officers in charge of the soldiers I was told that they had intimidated the pirates to such an extent that they had been forced to release me.

While I was in captivity my chief difficulty was in getting suitable food. At first I refused absolutely to eat rice, but eventually I could not help it. It was probably the rice which led to my stomach trouble as this was local stuff of very poor quality and contained a lot of sand and paddy. Sometimes I got eggs and condensed milk whenever the men who looked after me had money and were sufficiently generous. The first two or three weeks, before I took to rice I lived almost entirely on Chinese bananas and eggs.

Another article of food I sometimes received was, of course, chicken, but that was considered to be a luxury—the price being 30/40 cts a catty and it was usually only when the chief was near that I got any. My boy's favourite dish was dog's meat but he only got that once. As for the country people we came into contact with, while in some cases they were obviously just pirates in disguise or men with two professions—farmers and pirates, in other cases it was clear that they merely assisted the pirates through fear of them. The pirates themselves were of varied description. Those who were at the head of things were certainly exsoldiers—either disbanded or deserters, while the rest seemed to be country people picked up in the locality to do the manual part of the business, e.g. carrying off the loot and going to market, etc.

ELLIS KADOORIE
INDIAN SCHOOL.

Prize Distribution.

Mrs. Severn distributed the prizes in connection with the year's work to the successful scholars of the Sir Ellis Kadoorie Indian School this morning. In the absence of the headmaster (Mr. Sutherland), Mr. A. O. Brown welcomed Mrs. Severn and then read the annual report. The report was very satisfactory. From the percentage who passed the examinations it is evident that the pupils have been very studious during the year. The health of the boys has been excellent. The boys have taken keenly to games, and in the Junior Football League the school has won six matches and lost only one.

The Hon. Mr. Claud Severn spoke of the pleasure it gave both Mrs. Severn and himself to be present. Referring to the boys' garden, Mr. Severn spoke of the fine way in which it was kept up and said he hoped the boys would continue to learn a great deal about cultivation. The school was making an advance in a very satisfactory way. The speaker hoped that as many boys as possible would proceed from that school to secondary schools and some, perhaps, to the University. Mr. Severn hoped that he and Mrs. Severn would be able to come again next year and that they would find the school making the same progress as it made hitherto. The speaker was glad to see Sir Ellis Kadoorie there. Sir Ellis never failed to be present at the school which he had done so much to establish and that showed his continued interest in their welfare.

Cheers for the guests and Headmaster brought the proceedings to a close.

SERIOUS FIRES.

Houses Destroyed at West Point.

The Brigades both at Kowloon and in the City were busily engaged this morning in dealing with two fairly serious fires. In the outbreak occurring at 3 o'clock at No. 61 Reclamation Street, Yau-mai, the ground floor, where the outbreak originated, was completely gutted, resulting in a total loss for the medicine and piecegoods shops which shared it. The loss is, however, more than covered by insurance. According to the figures given us by the police, the Taihang and another Chinese Insurance Company were interested in the medicine shop to the extent of \$3,500 and \$1,000 respectively, while the claims made against the Western and Phoenix Insurance Companies as a result of the loss of the piecegoods stock represented an aggregate of \$2,500.

The City Brigade was called out to a fire in Third Lane, Shat Tong-shui at about half-past five this morning. Originating in a shop where pork congee was being cooked, the fire spread with great rapidity to the adjoining houses and four were very soon hopelessly involved in spite of the efforts of the brigade with the two engines brought up. The lane being of narrow width, the flames stretched across the passage and involved two

Between Ourselves

By Robt. MacWhirter.

At first I hadn't thought about writing about the new association which was formed last Sunday. I have nothing but the kindest of feelings towards all who agitate for something, make what it is. We can get nothing in this world if we go around as usual and don't make a fuss. All the same, me no' having been responsible for any active service, I couldn't very well stick my neck in your business for obvious reasons, the most important of which I hope to mention later on. But some folk never seem able to let sleeping dogs lie.

As I've said more than once, I never like to interfere in another man's quarrel. No' that I didn't sometimes itch to, you'll understand, but when you've got no locus standi a chap's very apt to get it in the neck both coming and going, so to speak.

I was all the more surprised then to get a couple of chits from "Footlogger" last Monday on this very same question. I don't right know yet why he should have addressed me in the matter at all except that he maybe had an idea that I would take umbrage at his letter of last Saturday and thought it wiser to get a personal explanation in first. I would have asked the Editor to have printed his letters before this, if they had contained anything in the way of news or even of interest.

But now that I have mentioned them, let me assure "Footlogger" that I didn't care a curse who it was w' soul so dead who breathed ideas of hatred. It doesn't interest me one bit either to know that he wasna' at last Sunday's meeting. And what's more forbye, I haven't the least objection in the world to his complimenting "Adversaries" of the China Mail. I've done the same myself more than once and I've no' got the sack yet. Believe me, Mr. Footlogger, to the Telegraph's contemporary that your letters didn't appear in this corner but simply because I had to save you from yourself. When a man has nothing to write about, he's very apt to become ridiculous at times. You say your first name is Robert too—well, well, wonders will never cease. My father's name was Robert and his before that again, but I'm no' only the better for it to-day. We'll both just have to grin and bear it. One consolation; we're no' to blame anyway.

As, as I was saying we canna' have over many associations. That means Constitutions, Rules and Bye-laws to be fixed and meetings to be advertised, all good grist to the printing mill. Now that we've got the habit I count that week wasted whose Sunday morn does not see the birth of another new League. And there's room for let's more yet.

Let me see now. What can we do in the way of new associations? Hold on. There's—but let's get them in proper order—no' necessarily of merit—but just as a guide. I think there's still room in Hongkong for a

CHINESE NEWS.

Monasteries to Go.

Our Canton correspondent reports that as the Tai Fat Monastery has been nationalised and is about to be pulled down, over 300 monks will have to clear out, although some will find refuge in other temples, it is believed that most of them will be rendered homeless. All together about 25 monasteries and convents are on the list for nationalisation, the most ancient Kwong Hoo monastery with its flower pagoda (which is said to be much older than the city) being on the list. A very big sum will be obtained by the Government by selling all the sites.

A report from Kowloon states that a small armed launch, while cruising off Tai Shun district, was attacked by a number of pirates on small boats but after fighting for a little while, the launch succeeded in making her escape.

other houses which were also burnt down. With the exception of these latter, which were two storeys high the buildings involved were of only one storey. After the Brigade had worked for over four hours the fire was at length brought under control, and Superintendent Moss brought back his force to town. The extent of the damage is not yet known.

League Of Those Who Want To Go Bat Who Could Not Be Spared:

League Of Those Who Went And Were Sorry They Did:

League Of Those Who Were Sent And Didn't Like It:

League Of Those Who Won The War:

League Of Those Who Came Back And Said Nothing:

League Of Those Who Won't Go In Future. (This will include all those who went in the past).

That'll do to be going on with. There's one thought, that I'm specially interested in myself. I'm going to try and wangle it so as to be elected Treasurer, and maybe a cumsa Life Member. It is the League Of Those Who Didn't Go And Didn't Ham Well Want To. What we need in this Colony is a real association to preserve the spirit of comradeship among those who for four long years went through the nerve-racking experience of trying to dodge every measure that purposed to make heroes of us against our will. We should get together quite a crowd, too. Of course, absolute proof of eligibility would have to be produced before the Treasurer accepted any money. That would only be fair.

As you was an anxious period right enough, and I think it only right that some opportunity should be afforded the men who went through those trying times, to get together once more and bolder by such, tell how wangles were done. How they worked the nicotine heart set; how doctor's lines were got for the befuddlement of old Crisp; how eyes went suddenly weak and myopia developed overnight; how all at once we were the mainstay of our particular firm; how many a man became a victim to serious nervous disorders, sudden deafness, wonky knees, loss of memory, sleepwalking, paralysis no' due to injury or hemorrhage of the brain; as well as that vague collection of fears and anxieties brought on by the individual in his effort to escape from an intolerable situation; all these would make brave-redding, and help to draw us on to another again into the fold of good fellowship and service.

Let's keep and doing. Never mind the cost. If need be the entrance fee can be doubled to those joining the first time.

A definite policy is required. Make the Christmas Message of Peace and Goodwill. We must combine in the face of opposition. We should see to it that we are not submerged in the rush for new associations. Let us stake our claim now, sooner if possible. Let us take care not to allow self-love, or pettiness or vanity in its hundred and one forms to crowd us out. Let us look across the mountain tops of time and remember what we have suffered to maintain this distant outpost of Empire, this lamp of Asia, and all that it means to civilization.

YEE SANG FAT CO.

Our store will be open all this week until 6 p.m.

Telephone No. 784

15, Morrison Hill Road.

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RING UP-2230.

Sole Agents
Hongkong & South China.



CAMERA NEWS



Miss Cecilia Bevan, who recently went over to America to escape the boredom of pretty girl competitions. She lives in London and has been voted England's prettiest girl.



General T. C. Chen and Admiral K. H. Li, two of the leading members of the Chinese delegation to the Washington Conference to reduce armaments. Gen. Chen represents the War Department and Admiral Li, the Navy.



For the first time since the war French children gave a great party for the German children of the occupied area, at Wiesbaden, Germany. The French children arranged an elaborate show of dancing, and the children of the two nations fraternized over cups of hot chocolate, poured by French nurses.



Miss Mary Garden, the well-known leading singer of the Chicago Grand Opera Company, snapped on her arrival from Europe for the winter season, wearing a gorgeous fur coat and carrying a dog-head cane.



Greeks are still meeting Turks in deadly conflict at Sakaria. Here's a trench full of Turkish soldiers awaiting word to go over the top while the world awaits a command for universal disarmament.

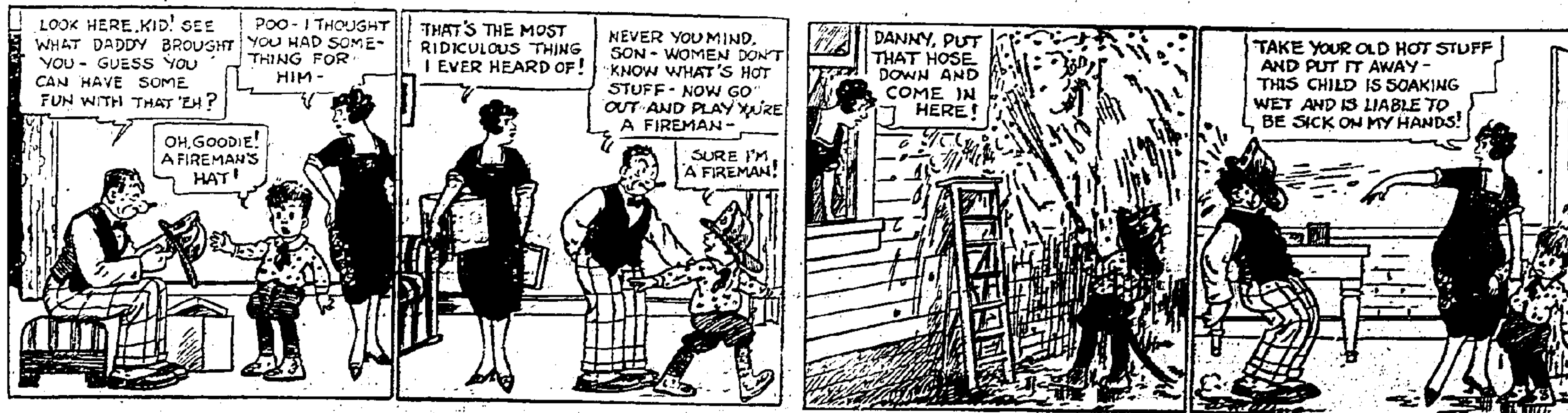


Ming Toy, Chinese chow dog, is the mascot on the Admiral liner Keystone State.

DOINGS OF THE DUFFS.

It Proved a False Alarm

BY ALLMAN



TO-DAY'S SHARE QUOTATIONS.

Stock Exchange.			
Banks.		Sharebrokers' Association.	
K. & S. Bank	b. 735	sa. 735	
H. 535 paid	b. 720	b. 720	
K. of E. Asia b. Old 105	n. 102	n. 103	
Marine Insurances.			
Canton	n. 440	a. 440	
North China	n. 144	n. 144	
Union	n. 242	a. 242	
Yangtze	n. 25	a. 25	
Far Eastern	n. 23	a. 23	
Fire Insurances.			
China Fire	b. 125	b. 125	
H.K. Fire	b. 357	b. 357	
Shipping.			
Douglas	sa. 44	a. 44	
H.K. Steamboats	b. 26 1/2	n. 26 1/2	
Indo (Prof.)	b. 36	n. 36	
Indo Def. Lon/Reg.	n. 255	a. 255	
Indo Def. H.K. Reg.	n. 260	a. 260	
Shells	a. 92 1/2	b. 93 1/2	
Ferries	b. 33	b. 33	
Refineries.			
Sugar	n. 188	a. 175	
Malacca	n. 49	a. 45	
Mining.			
Kailash	s. 75 1/2	a. 82 1/2	
Lungkai	n. 89	b. 84 1/2	
Shanghai Loans	n. 89	b. 84 1/2	
Shai Explorations	n. 89	b. 84 1/2	
Rauha	b. 1	b. 1	
Ironoha	b. 22 1/2	b. 22 1/2	
Ural Caspian	b. 107 1/2	b. 107 1/2	
Benguet Con	p. 195		
Docks, Wharves, Godowns, &c.			
H.K. Wharves	n. 91	b. 91	
K. Docks	n. 175	b. 170	
Shai Docks	n. 111	n. 113	
N. Engineerings	n. 89 1/2	n. 84 1/2	
Lands, Hotels & Buildings.			
Centrals	b. 150	b. 150	
H.K. Hotel	b. 23	b. 22 1/2	
H.K. Lands	b. 206	a. 206	
H. Phreys Est.	s. 10 90	a. 10 90	
L. Loan Lands	b. 46	b. 46	
L. Reclamation	b. 175	b. 175	
West Points	n. 55	b. 54	
Cotton Mills.			
Swan	b. 19 1/2	b. 19 1/2	
Oriental	b. 14	b. 14	
Shai Cotton	b. 133 1/2	b. 133	
Miscellaneous.			
Cement	n. 25	b. 24 1/2	
China Light old	s. 12	n. 12	
China Light new	b. 13 40	b. 13	
Dairy Farms	n. 24	b. 23 1/2	
Electric H.K.	b. 24 1/2	b. 24	
Electric Macao	n. 30	b. 30	
Hongkong Ropes	b. 31 1/2	a. 32	
H.K. Tramways	s. 13 1/2	n. 13 1/2	
Peak Tram, old	b. 9 1/2	b. 9 1/2	
Do. new	b. 1 1/2	b. 1 1/2	
Steam Laundries	n. 11 1/2	b. 11 1/2	
Steel Foundries	n. 17 1/2	n. 17	
Water-boat	b. 9 1/2	b. 9 1/2	
Watsons	b. 20	n. 19	
Wm. Powells	b. 28	n. 24	
Wisdoms	b. 28	n. 24	

SOME OLD CHINA CLIPPERS.

Memories of "Cutty Sark" and Others.

The era of the China clippers marked the highest level of the driven vessel. Bigger sailing ships there have been in plenty both before and since, ships of 2,000 and even 3,000 tons, whereas very few of the clippers exceeded 1,000, and the majority were considerably less than that tonnage. But there has been assuredly none faster, more admirable from the seaman's standpoint, nor more complete examples of utility and beauty in combination.

The city is that their day was all too soon over. A quarter of a century saw its rise, its zenith and its decline. The first left the slips in 1843; few, if any, were built after 1850. A variety of causes brought about their disappearance, principally, of course, the rise of steam and the opening of the Suez Canal, so far as the British clippers were concerned the American vessels having seen their best days earlier still.

The early 'forties of last century witnessed the launching from Messrs. Smith and Dimon's New York yard of the clipper ship Rainbow, and her design created furious argument in nautical circles. The great feature was the concave curve which she presented to the water in place of the rounded bow lines familiar to the student of old marine drawings and paintings. This naturally decreased the resistance of the water, the vessel clearing her way through the waves instead of pushing through and piling them up before her, and increased the speed of the ship in proportion, but many experts shook their heads over the startling innovation, and it was not until the new ship had made one or two astonishing passages that opinion began to be converted in her favour.

The Rainbow was soon followed by the even more celebrated Sea

Witch, Starhound, Surprise and a succession of other fast and beautiful ships. Circumstances all seemed to combine in favour of the boom in American shipping. The opening of new treaty ports in China, the adoption of free trade in Britain and the repeal of the navigation laws by that country, all contributed to the same end, and the California gold rush of 1849 and succeeding years was a powerful factor.

Prior to that time the clippers had usually gone out to the East direct, but with the unprecedented demand for fast ships on the California route it became usual for them to sail first for San Francisco by the Horn, thence across the Pacific Ocean to China and take a cargo for New York, returning by the Cape and the South Atlantic, or else for British ports.

The advent of free trade was the signal for American ships to enter the trade between London and the Far East, and the famous clipper, Oriental, was the first American vessel to enter the West India docks under the new regime. She made the passage from Hongkong to London 97 days, and earned in freight on this one occasion nearly three-quarters of her original cost.

(To be Continued.)

WALTHAMSTON'S UNPROFITABLE TRAMWAYS.

A loss of £32,000 on Walthamstow Municipal Tramways is shown for the year ended March 31.

BRITISH GRAND OPERA.

Plans for the staging of British National Opera are taking shape. The British National Opera Company announce that a start will be made next January with a tour of ten weeks, to include Bradford, Liverpool, Leeds and Edinburgh. In the middle of April London will be offered a grand season, which may extend to the middle of July. In the autumn, Birmingham, Manchester and Scottish cities will be visited.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day.

Vessels Arrived.

Vessel	Agents	From	Mooring
Yangchow	R. & S.	Canton	C 34
Baggio	Gibb Livingston	Singapore & London	B 55
Sustan	H. M. H. N. M. S.	Singapore & Hongkong	B 23
Gregory Apsar	R. I. S. N. Co.	Calcutta & Singapore	Wharf
Nagore	P. & O. S. N. Co.	Bombay & Singapore	
Lokang	J. M. & Co.	Haiphong & Hongkong	
Linan	R. & S.	Singapore	C 35
Sumatra	A. P. C.	Singapore & Haiphong	N. Point
Tosai	M. B. K.	Naha	C 47
Atlas M.	O. S. K.	Kobe & Shanghai	Wharf
Huachilin	King Yee Lung	Haiphong	B 15
Poo Lee	Hung Shun	Kwang Chow Wan	Wharf
Chin Chang	C. M. S. N. Co.	Canton	

Clearances.

Vessel	Agents	Where Bound	Departure
Sapara	J. C. J. L.	Saigon & Batavia	22nd Dec.
Yat Wah	Fuk Shun	Halo & Manila	
Hydrange	Chin On S. S. Co.	Swatow	
Wa Sun	Pak Hong S. S. Co.	Shanghai	23rd Dec.
Shun Shing	P. On Nav. Co.	Kwang Chow Wan	
Nagore	P. & O. S. N. Co.	Yokohama	
Tung Shing	Yat Wai	Singapore & Haiphong	
Yokohama M.	N. Y. K.	Singapore & London	
Hosai M.	Suzuki & Co.	Canton	
Loongang	J. M. & Co.	Manila	
Samarang M.	Nagoya Y. K.	Moji	
Atlas M.	O. S. K.	Singapore & London	
Huachilin	C. M. S. N. Co.	Shanghai	
Van Choon	J. C. J. L.	Singapore & Dali	
Yangchow	R. & S.	Shanghai	
Typhoon	J. C. J. L.	Manila & San Francisco	
Phuompenh	Wo Fat Sing	Saigon	24th Dec.

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Yokohama M.	N. Y. K.	Port Said	23rd Dec.
Loongang	J. M. & Co.	Manila	23rd
Van Choon	J. C. J. L.	Singapore	23rd
Sapara	P. & O.	Saigon	23rd
Samarang M.	Nagoya Y. K.	Yokohama	23rd
Wingwang	J. M. & Co.	Swatow	23rd
Deception	B. & S.	Liverpool	24th
Yangchow	B. & S.	Tientsin	24th
Seochow	B. & S.	Shanghai	24th
G. Apsar	P. & O.	Singapore	24th
Huachilin	J. M. & Co.	Haiphong	24th
Linan	R. & S.	Singapore	24th
Sado M.	N. Y. K.	Japan	24th
Fookang	J. M. & Co.	Kobe	24th
Kailang	J. C. J. L.	Haiphong	24th
Smaller	J. C. J. L.	Batavia	24th
Changchow	B. & S.	Bangkok	24th
Haiching	D. L. & Co.	Fookang	24th
Sunyang	B. & S.	Shanghai	24th
Dunera	P. & O.	Bombay	24th
Kailang M.	N. Y. K.	Singapore	24th
Chuanang	J. M. & Co.	Swatow	24th
Yangtze	Bank Line	New York	24th
Choyang	J. M. & Co.	Swatow	24th
Chia	D. L. & Co.	Shanghai	24th
Yokohama M.	N. Y. K.	Rangoon	24th
Huachilin	D. L. & Co.	Swatow	24th
Taiacowang	P. & O.	Japan	24th
Wingwang	J. M. & Co.	Swatow	24th
Toba M.	N. Y. K.	New York	24th
Euryale	P. & O.	Amoy	24th

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Yangchow	R. & S.	Singapore	23rd Dec.
Baggio	Gibb Livingston	Calcutta	23rd
Sustan	H. M. H. N. M. S.	Singapore	23rd
Gregory Apsar	R. I. S. N. Co.	Calcutta	23rd
Nagore	P. & O. S. N. Co.	Bombay	23rd
Lokang	J. M. & Co.	Haiphong	23rd
Linan	R. & S.	Singapore	23rd
Sumatra	A. P. C.	Singapore & Haiphong	23rd
Tosai	M. B. K.	Naha	23rd
Atlas M.	O. S. K.	Kobe & Shanghai	23rd
Huachilin	King Yee Lung	Haiphong	23rd
Poo Lee	Hung Shun	Kwang Chow Wan	23rd
Chin Chang	C. M. S. N. Co.	Canton	23rd

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage Expires	Claims to be in by	Examination Date
Silver State	A. L. Line	Huachilin	Dec. 24	Jan. 15	Dec. 23
Glengyle	J. M. & Co.	Kowloon	Dec. 24	Jan. 15	Dec. 23
Glenavon	J. M. & Co.	Kowloon	Dec. 24	Jan. 15	Dec. 23
Atlas M.	B. & S.	Holt	Dec. 24	Jan. 15	Dec. 23
Bengale	L. & Co.	Kowloon	Dec. 24	Jan. 15	Dec. 23

POST OFFICE NOTICES.

CHRISTMAS HOLIDAYS.

The Post Office will be open on Monday, 19th, and Tuesday, 20th, Dec. from 8 a.m. to 9 a.m. only. There will be no collection and no delivery of ordinary correspondence each day as on Sunday and one delivery of registered correspondence at 9 a.m. The Money Order Office will be entirely closed during the holidays. The District Offices will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m. with the exception of Kowloon Office, which will be open from 8 a.m. to 9 a.m. only, and Shing Wan Office which will be open from 9 a.m. to 9 p.m. and from 5 p.m. to 6 p.m. There will be no delivery from District Office at noon.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Straits	Sado M.	21st Dec.
Shanghai	Suiyang	24th
Shanghai	Shanghai	24th
Shanghai	Sinking	25th
Europe via Suez Letters and Papers		25th
London 24th North		25th
U.S.A. & Japan and Shanghai		27th
U.S.A. & South America		31st

OUTWARD MAILS.

For	Per	Date
Java & Port Moresby via Batavia	Sinclair	Sat., 24 Dec., 2 p.m.
Shanghai & N. China	Sinclair	Sat., 24 Dec., 3 p.m.
*Shanghai, N. China & Japan	Fookang	Sat., 24 Dec., 5 p.m.
*Swatow, Straits & Bangkok	Kwangchow	Sun., 25 Dec., 9 a.m.
*Swatow, Shanghai & N. China	Chuanang	Sun., 25 Dec., 9 a.m.
*Swatow, Amoy & Kailang	Kaiji M.	Sun., 25 Dec., 9 a.m.
Shanghai, N. China & Japan	Sado M.	Sun., 25 Dec., 9 a.m.
Swatow, Straits & Bangkok	Linan	Sun., 25 Dec., 9 a.m.
Haiphong & Haiphong	Loongang	Sun., 25 Dec., 9 a.m.
*Swatow & Bangkok	Chuanang	Mon., 26 Dec., 9 a.m.
Fookang & Haiphong	Mon., 26 Dec., 9 a.m.	
Shanghai & N. China	Suiyang	Tue., 27 Dec., 9 a.m.
*Swatow, Shanghai & N. China	Choyang	Tue., 27 Dec., 9 a.m.
*Swatow & Bangkok	Kwangchow	Tue., 27 Dec., 9 a.m.
Shanghai, N. China, Japan, Canada, U.S.A., C. & South America, Europe via Victoria B.C.	Kashima M.	Tue., 27 Dec., 9 a.m.
Swatow, Amoy & Fookang	Haiching	Tue., 27 Dec., 11 a.m.
Shanghai & N. China	Wingwang	Wed., 28 Dec., 8 a.m.
Swatow, Shanghai & N. China	Shingang	Wed., 28 Dec., 8 a.m.
Swatow, Amoy & Fookang	Haiching	Thurs., 29 Dec., 8 a.m.

*Correspondence bearing vessel's name only.

BANKS.

ASIA BANKING CORPORATION.

(AN AMERICAN BANK)

CAPITAL AND UNDIVIDED PROFITS: U.S. \$4,000,000.
RESERVE FUNDS: U.S. \$2,000,000.

HEAD OFFICE: NEW YORK, U.S.A.
BRANCH: SAN FRANCISCO

HEAD OFFICE FOR THE ORIENT: SHANGHAI

BRANCHES: CANTON, CHANGSHA, HANKOW, PEKING, MANILA, SINGAPORE, TIENTSIN

All descriptions of banking business transacted. Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France. American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us. Payable throughout the world.

D. M. BIGGAR, Manager.

THE CHINA SPECIE BANK LTD.

HEAD OFFICE: St. George's Building, Hongkong.

Chairman of Board of Directors: Mr. Wong Shiu Han

Chief Manager: Mr. L. S. Holum

Asst. Manager: Mr. K. T. Wong

Mr. I. P. Allen

Foreign exchange and general banking business transacted. Current, Savings, and Fixed deposits bear interest at rates 2%, 4% and 5% per annum respectively.

L. S. HOLUM, Chief Manager.

Hongkong, 2nd October, 1920

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital: \$50,000,000.00
Paid up Capital: 12,279,800.00
Reserve Funds: 8,607,678.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 4 Queen's Road Central. Branches and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers—The Irving National Bank, and the Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

TSUYER PEI, Manager.

NETERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETERLANDS TRADING SOCIETY.)

Established 1874.

A. Capital: P. 100,000,000.00
Paid-up Capital: P. 10,000,000.00
Reserve Funds: P. 10,000,000.00
Special Reserve: P. 10,000,000.00

Head Office: Amsterdam.

Branches at: The Hague, Rotterdam, Antwerp, London, etc.

Head Office: Amsterdam.

Branches at: The Hague, Rotterdam, Antwerp, London, etc.

Head Office: Amsterdam.

Branches at: The Hague, Rotterdam, Antwerp, London, etc.

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Head Office: Amsterdam.

Branches at: The Hague, Rotterdam, Antwerp, London, etc.

Head Office: Amsterdam.

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PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England
Shanghai, Nagasaki, (Moji) Kobe, Yokohama, Vancouver & Montreal.

	From	Due	From	Due
	Hongkong	Vancouver	St. John	Liverpool
E. Asia	Jan. 5	Jan. 25	Montreal	Feb. 1
Montreal	Jan. 17	Feb. 16	Montreal	Feb. 17
E. Japan	Feb. 8	Mar. 1	Montreal	Mar. 17
E. Russia	Feb. 23	Mar. 13	Montreal	Mar. 31
E. Asia	Mar. 23	Apr. 13	E. Britain	Apr. 22

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Harre, Naples & Panama.
Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains fully.
Standard sleeping cars, compartments & drawing rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Pacific Railway, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office Telephone 152. Cable Address CANPAC.



HONGKONG TO SAN FRANCISCO.

VIA KEELUNG, SHANGHAI, THE ISLAND, SEA JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

Steamer	Leave Hongkong	Arrive San Francisco
PERSIA M.	22,000 Jan. 5	22,000 Feb. 10
TAIYO M.	22,000 Jan. 15	22,000 Feb. 20
SIBERIA M.	22,000 Jan. 31	22,000 Feb. 25

* Calling at Dairen and omitting call at Keelung & Shanghai.
* Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA MANILA, JAPAN, HONOLULU, HILLO, SAN FRANCISCO, SAN PEDRO, SALINA, CRUZ, BALBOA, CALEDO, MULLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Leave Hongkong	Leave Buenos Aires
GINYO MARU	13,500 Jan. 5	26th
ANYO MARU	13,500 Jan. 15	26th
SEIYO MARU	14,000 Jan. 31	May 13th

* Omit Manila.
For full information regarding passengers, freight and sailings apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton, Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD

TO LOS ANGELES & SAN FRANCISCO.

"WEST JENA" ... 31st December.

"WEST OROWA" ... 15th January.

* Also, cargo accepted for transshipment at San Francisco to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE.

PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE—1000 Powell's Building, 17, Des Voeux Rd. Tel. 3208.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.



(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan

Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and

Amsterdam, Rotterdam, and Hamburg, Bremen.

Steamers	For	Sailing on or about
OUDEKERK	Rotterdam, Amsterdam & Hamburg	19th Jan.
RADJA	Amsterdam, Rotterdam & Hamburg	10th Feb.
ALDABI	Rotterdam, Amsterdam & Hamburg	10th Mar.
TJISONDARI	Amsterdam, Rotterdam & Hamburg	10th Apr.
MAOTEKERK	Rotterdam, Amsterdam & Hamburg	10th May.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents, York Building.

PACIFIC SHIPPING.



DOLLAR LINE

SAILINGS FROM HONGKONG
FOR SAN FRANCISCO SEATTLE & VANCOUVER.

"Melville Dollar" ... 20th January.

FOR NEW YORK.

"Robert Dollar" ... via Suez ... 18th Jan.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL 792

THIRD FLOOR

795



Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

S.S.	For	From Hongkong	Arrive Seattle
Silver State	For Seattle	Jan. 1	Jan. 20
Pinetree State	For Manila	Jan. 2	
Pinetree State	For Seattle	Jan. 12	Jan. 31
Wenatchee	For Manila	Jan. 16	
Wenatchee	For Seattle	Jan. 26	Feb. 14
Bay State	For Manila	Jan. 30	
Bay State	For Seattle	Feb. 9	Feb. 28

Through Bills of Lading issued to Overland common points
Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

5th Floor, Union Building.

PASSENGER OFFICE.

Telephones 2477 & 2478.

Queen's Bldg. 2, Ice House St.



PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

LAKE ONAWA ... Sailing

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Union Building.

PASSENGER OFFICE.

Tel. 2477 & 2478.

Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

For NEW YORK and or BOSTON

via Panama.

S.S. SURUGA

2nd half January.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478.

5th floor, Union Building.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to
Singapore & Belawan Deli direct.
23rd December.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy

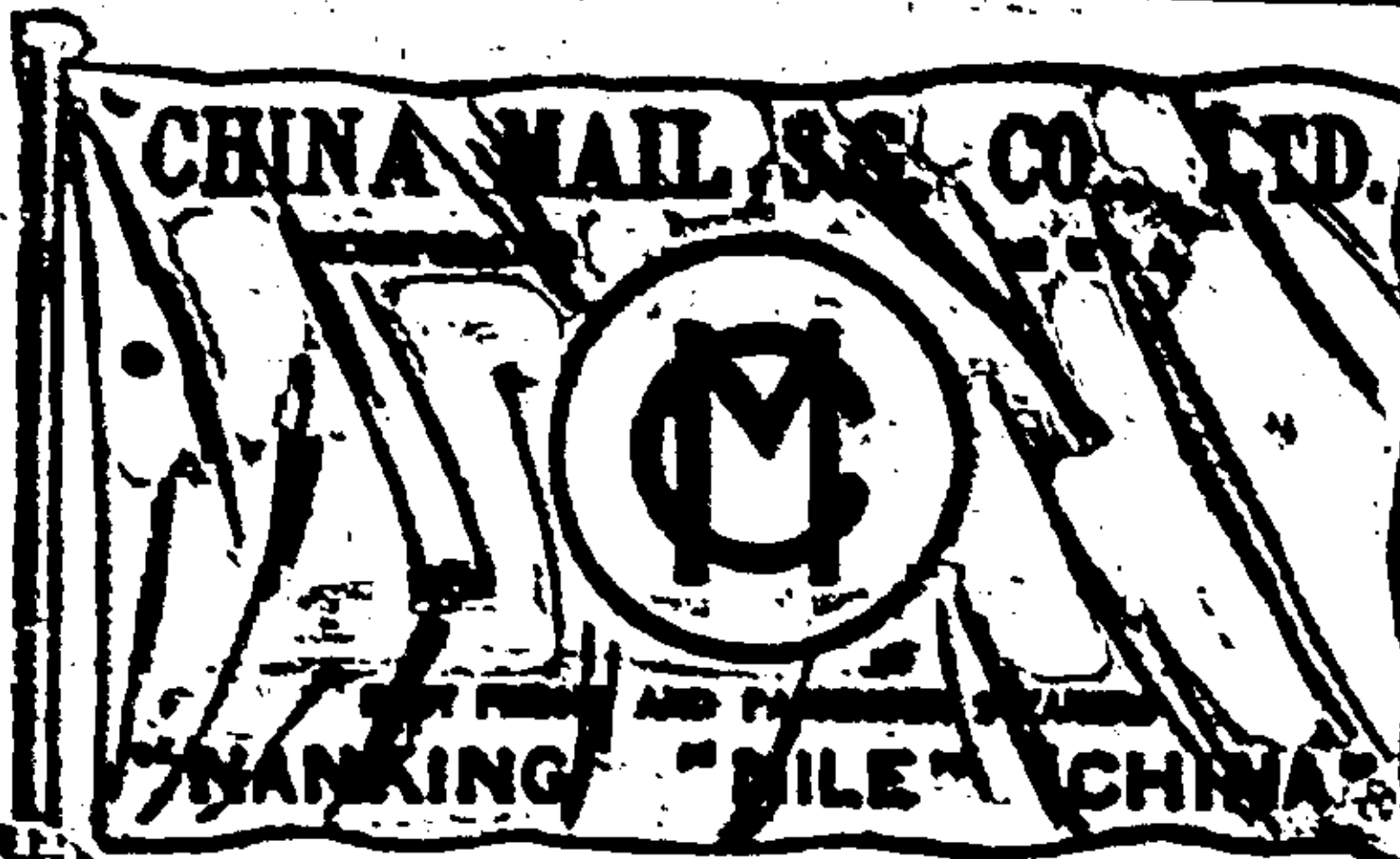
For freight and passage apply to:

JAVA-CHINA-JAPAN LYN.

Telephone No. 1574.

Agents.

PACIFIC SHIPPING.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FAST FREIGHT AND PASSENGER STEAMERS.
"NANKING" "NILE" "CHINA"

Trans-Pacific Service
HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. CHINA S.S. NANKING

Jan. 18th Feb. 20th at noon

Java Service

HONGKONG TO SINGAPORE & BATAVIA

S.S. NILE

January 11th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT

PRINCE'S BUILDING,

100 HONG STREET.

TELEPHONE, PASSENGER DEPT.

TEL. FREIGHT DEPT. & AGENT.

No. 1934.

No. 2161.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

Ocean S. S. Co. Ltd., & China Mutual S. S. Co. Ltd.

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co. Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"YANGTZE" ... via Suez Canal ... 25th December.

"EURYLOCHUS" ... via Suez Canal ... 10th January.

"CITY OF CAMBRIDGE" ... via Suez Canal ... 20th January.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at the option of the passenger.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE HANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Berat Boy Landry, from Shanghai.

Kablexport, from Tokio.

George Ellis Hongkong Shanghai Bank (2), from Tokio.

Leekufan, from Shanghai.

T. KRINO, Superintendent.

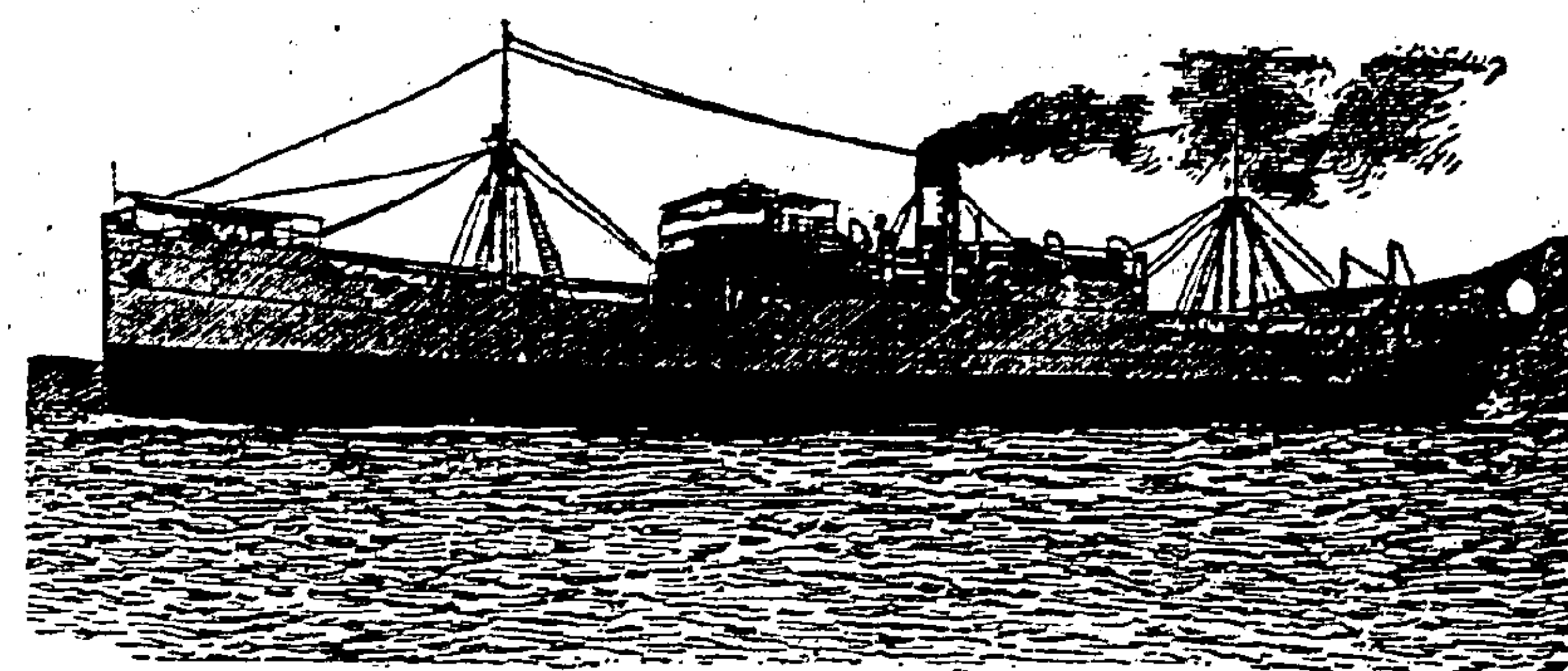
Hongkong, Dec. 22, 1921.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO," HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition.
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers
Iron and Brass Founders, Forge Masters Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. W. DYER, B.S.C. M.I.N.A. KOWLOON DOCK HONGKONG

COMMERCIAL NEWS.

FLATTERING TO BRITISH BOARD OF TRADE.

Mr. Lasker, chairman of the Shipping Board, announced that the next step in the building up of the machinery for regulating the work of the Board would be the creation of an organisation on the lines of those of the British Board of Trade. A rough draft of such an organisation has already been prepared. Underneath a plan six bureaux would be created as follows:—Domestic and outward traffic, inward and indirect traffic, bureau of operation, bureau of construction, bureau of laws and bureau of finance.

HUGE JAPANESE FACTORY FOR SHANGHAI.

It is reported that several Japanese capitalists are establishing a gigantic factory, perhaps the largest in Shanghai, at Echow-dong, Woosung, with a capital of ¥70,000,000. The whole factory will occupy a site of about 1,000 mow while for the time being, buildings covering 300 mow have been or are in the course of construction. This industrial plant, when completed, will employ 30,000 employees, and its activities are to cover cotton and silk spinning, weaving and dyeing, while an extensive scheme for building up a market adjoining the factory is also being planned.

AUSTRALIA AND THE ORIENT.

In Sydney there is being formed, with the object of fostering trade with the East, a company named the Society for the promotion of Australian Trade Abroad, Ltd. It is intended to organise a travelling exhibition of Australian manufacturers and products and to take it through India, Ceylon, the Dutch Indies, Philippines, Siam, China, Japan, South Africa, Egypt and Portuguese East Africa. The exhibition will book orders on behalf of manufacturers, and it is from the commission on these orders that profits are expected. The executive of the society, which takes the place of a board of directors, has only one commercial man as a member, the object being to remove all risk of giving any one manufacturer an undue advantage over another.

IMPORTS INTO BELGIUM.

The Belgian Government have promulgated a decree, which is already in force, increasing the Belgian Customs duties on a large number of goods, when such goods are of German origin, or are imported into Belgium from Germany. Goods of the kind specified in this decree, when imported into Belgium from European countries other than Germany, must be accompanied by a certificate of origin, in order to be admitted at the ordinary tariff rates. The certificate consists of a declaration by the exporter of the goods; must be drawn up in conformity with the model annexed to the decree, and must be written, printed, or stamped on the invoice relating to the goods. The certificate must bear the "visa" of a Belgian Consular officer in the exporting country.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TRAITS & BURMA, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
DUNERA	5,200	27th Dec.	S'pore, Colombo & Bombay
DONGOLA	5,000	4th Jan.	M'les, London & Antwerp
DILWARA	5,200	12th Jan.	S'pore, Colombo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	2nd Jan.	Calcutta via Straits.
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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	9th Jan.	Melbourne via Manila, Thursday Island, Townsville, Brisbane and Sydney.
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SAILINGS TO SHANGHAI & JAPAN.

NAGPORE	5,300	23 Dec. 2 p.m.	Yokohama direct.
APCAR	4,700	24 Dec. 6 a.m.	M'les, Shanghai & Kobe
EURVALUS	3,600	30th Dec.	Amoy.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. X 2ft. X 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

KASHIMA MARU	...	Tuesday, 27th Dec., at 11 a.m.
SWA MARU (Calling Manila)	...	Saturday, 14th Jan., at 11 a.m.
FUSHIMI MARU	...	Wednesday, 8th Feb., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

YOKOHAMA MARU	...	Friday, 23rd Dec. at 11 a.m.
YOSHINO MARU	...	Friday, 6th Jan. at 11 a.m.
MISHIMA MARU	...	Friday, 20th Jan. at 11 a.m.
SADO MARU	...	Friday, 3rd Feb. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIMA MARU ... Thursday, 19th January.

LIVERPOOL, via MARSEILLES.

MALACCA MARU ... Thursday 9th February.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 17th Jan. at 11 a.m.

AKI MARU ... Tuesday, 14th Feb. at 11 a.m.

NEW YORK VIA PANAMA & CUBAN PORTS.

TOBA MARU ... Friday, 30th Dec.

NEW YORK via Suez.

TSUYAMA MARU ... Monday, 2nd January.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Monday, 2nd January.

CALCUTTA via Singapore, Penang & Rangoon.

YEBOSHI MARU ... Thursday, 29th December.

NAGANO MARU ... Thursday, 5th January.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Wednesday, 11th Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU ... Sunday, 25th Dec., at 11 a.m.

TSURUGA MARU (Calling Kure) Saturday, 31st Dec.

KITANO MARU ... Sunday, 5th Jan. at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Methven	Java	in port	7th Jan.	Batavia
Tjilatjap	Java	30th Dec.	6th Jan.	Japan
Gorontalo	Java	3rd Jan.	8th Jan.	S'hai/Amoy
Tjitaroen	Java	5th Jan.	8th Jan.	S'hai/Amoy

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Simaloor San F'co Japan	in port	24th Dec.	24th Dec.	Batavia
Bintang	Java	2nd Jan.	8th Jan.	San Francisco via Manila

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON VIA SUEZ.

S.S. "EGREMONT CASTLE"	Sailing on or about 5th Jan.
"DACRE CASTLE"	end of Jan.

LYDD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea, and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "CILICIA"	Sailing on or about 28th December.
"TRIESTE"	Beginning Jan.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "CILICIA"	Sailing on or about 17th January.
"TRIESTE"	end January.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	Sailing middle of January.
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Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	about 14th Jan.	about 16th Jan.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Rates. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

FREIGHT & PASSENGER SERVICE
FAR EAST UNITED KINGDOM & CONTINENT.

Steamer	Sailing
Newby Hall	12th Jan. London, Rotterdam & Hamburg
City of Manchester	20th Feb. London
City of Simla	Middle of March London
City of Calcutta	10th May London

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENLUCE"	24th December.
S.S. "GLENSHANE"	31st December.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENNAVY"	28th Jan.	GENOA, LONDON, R'DAM & H'BURG

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS

THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3695.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailing
SH'AI, Yokohama & Kobe Fooksang	Sun.	25th Dec. at d'light.
HAIPHONG via Hoihow Loksang	Sun.	25th Dec. at 10 a.m.
BANGKOK via Swatow Chunsang	Tues.	27th Dec. at d'light.
SHANGHAI via Swatow Choyang	Wed.	28th Dec. at d'light.
SH'AI & T'au via S'tow Wahsing	Thurs.	29th Dec. at d'light.
STRAITS & Calcutta Laisang	Sat.	31st Dec. at 3 p.m.
SANDAKANHimsang	Tues.	3rd Jan. at noon.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

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MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

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BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers a.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

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CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Saturday, 31st Dec., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

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Telephone No. 215.

General Managers.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Soochow	24th Dec. at 4 p.m.
SWATOW & SINGAPORE	Kwangtung	25th Dec. at 10 a.m.
SWATOW & SINGAPORE	Linan	25th Dec. at noon.
SWATOW & SHANGHAI	Chinkiang	25th Dec. at noon.
PAKHOI & HAIPHONG	Kailong	26th Dec. at 10 a.m.
HONGKAI & H'HOW & B'KOK	Changchow	26th Dec. at 10 a.m.
SWATOW & BANGKOK	Kwangchow	27th Dec. at 10 a.m.
SHANGHAI	Suiyang	27th Dec. at noon.
SHANGHAI	Sinkiang	29th Dec. at noon.
JAVA	Taikooanyan	29th Dec. at noon.
PORT COURET	Kueichow	31st Dec. at 10 a.m.
MANILA, CEBU & ILOILO	Taming	3rd Jan. at noon.

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Malching	J. S. Thomson	TUES. 27th Dec. at noon.
Hailong	W. Couper	THUR. 29th Dec. at 1 p.m.

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S.S. MACASSAR MARU Sailing on or about 5th Jan.

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For Moji, Kobe, Osaka & Yokohama.

S.S. SAMARANG MARU Sailing on or about 23rd Dec.

S.S. BORNEO MARU Sailing on or about 13th Jan.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. No. 2206.

Second Princeps Floor Building.

SHIPPING NEWS.

CHINESE HYDROPLANES. Further successful experimental test flights have been made on the Min River, with Chinese constructed hydro-aeroplanes. The machines were operated by Mr. Hocky—a British pilot.

ADDITION TO YANGTZE FLEET.

The San Peh Steam Navigation Co., Shanghai, has bought from the Chung Hua Steamship Co. the 770-ton vessel, Washington, whose name has been changed to Tse-Kiang, re-built at a cost of over \$10,000. She will be placed on the run from Hankow to Yochow via Changsha.

FUTURE OF U.S. MERCHANT MARINE.

The correspondent of the Associated Press at Washington states that President Harding will send a special message to Congress early in January recommending the establishment of a ship subsidy policy in the United States together with definite recommendations to take up the whole subject of the American merchant marine.

U.S. LAUNCHING.

Among recent U.S. launching was the Samuel Q. Brown, an oil tanker of 10,000 tons. She was launched at Chester, Pa. by the Merchant Shipbuilding Corporation. The ship measures 424ft. long, 58ft. beam, 33ft. deep, and has a capacity of 70,000 barrels of oil in her main cargo tanks. Propulsion is by single screw, and the speed is 10½ knots. The ship will be driven by a triple-expansion reciprocating engine, developing 2,700 h.p. In addition to the eighteen cargo oil tanks, provision is made for 60,000 cubic feet of package space.

SOME VERY OLD SHIPS.

The ketch Good Intent, recently sold at Cardiff for £230, was of 25 tons burden, was built at Plymouth in 1730, and attained the ripe old age of 131 years—not out. In 1902 there were no less than 24 vessels of 100 years or more in age. Perhaps the oldest of these was the Italian barque Anita, built at Genoa in 1548 and modelled on the Santa Maria of Columbus. She was broken up at Tenerife seventeen years ago. Another vessel that lived long was the Betsy Caius, lost off the Tyne in 1837. Formerly she was the Princess Mary, and, in 1693, brought William of Orange to these shores. How old she was then there is no means of knowing. Doubtless there exist, in some small ports, vessels that have long passed their century and are still sailing.

LLOYD'S REGISTER ANNUAL REPORT.

From the local office of Lloyd's Register of Shipping we have received the annual report for the year ended June 30, which the annual report of the operations of Lloyd's Register of Shipping during the year ended June 30, 1921, contains much interesting information relative to shipbuilding. The increasing demand for gankers is a striking feature of modern shipbuilding development. In July 1914 the gross tonnage of this type of vessel recorded in the Society's Register Book was 1,478,983. In July of this year the total was 4,418,633 tons. During the past year, 333 vessels, representing 1,857,115 tons—or 35 per cent. of the total tonnage of new ships classed—were fitted for oil burning. Seven years ago the vessels burning oil fuel aggregated 1,310,209 tons, a total which has now increased to 12,795,615 tons. The industrial significance of this change is quite evident when we state the oil-burning steamers now in commission would require 20,000,000 tons of coal bunkers, a quantity equivalent to over 8½ per cent. of the present annual output of the United Kingdom. Another feature which is emphasized in the report is the increase in the number of ships driven by internal-combustion engines. In 1914 the number was 297, of 234,287 tons gross; to-day there are 1,473 motor-ships, totalling 1,243,800 tons. Of these, 287 are of 1,000 tons and upwards, and of this number, 123 range from 1,000 to 2,000 tons; 97 are from 2,000 to 5,000 tons; 44 from 5,000 to 7,000 tons; and 21 have a greater tonnage. Among the 287 vessels of 1,000 tons and upwards, 95 are provided with considerable sail power, 18 of these "sailorships" being over 2,000 tons. Of the 911 new vessels to which classes were assigned by the Committee during the year, 240 of 1,219,270 gross tons were built in the United States of America, 439 of 1,163,500 gross tons in the United Kingdom, 70 of 356,180 gross tons in Japan, 47 of 162,289 gross tons in Holland, and 45 of 159,000 gross tons in the British Dominions.

THE BOOKSHELF.

(By "Librarian.")

ORGANISER AND AUTHOR.

Readers do not generally go to the business man for literature. There is something antipathetic between the two. In many respects they are at the poles. This does not prevent members of the world of commerce here and there from achieving notable success with the "pen" when used for other purposes than signing bills of exchange. There was Grote, there was Bagehot, and there was Lord Avebury, all of whom were concerned primarily with banking interests. Now we have a celebrated Lancastrian captain of industry, Sir Charles Macara, giving us a volume of reminiscences. Sir Charles is, of course, best known as one of the cotton kings and as a leader of the industrial arbitration movement, but while his "Recollections" (Cassell, 7s. 6d.) have to do with "affairs" rather than with books, he invests these with a human element, as might have been expected from one of his broad vision.

The author feels that as a "son of the Marse" with an ancestry including several prominent soldiers and administrators, he came to the battles of the Manchester cotton industry with qualities denied to colleagues of a narrower business outlook. He took a leading part in forming the Manchester Cotton Employers' Association; he became in due course president of the Master Cotton Spinners' Federation, and after the severe crisis in the cotton world in 1903-4, brought about by American speculation, he urged the Federation to call that international Congress at Zurich in 1904 which he describes as "the birth of a new international idea in industry," comparable to the birth of the League of Nations.

It is to Sir Charles' work for the International Cotton Federation, the International Institute of Agriculture, and similar enterprises that we owe some of the most interesting pages of his book. He visited many countries and took notes of many important people. At a time of so much controversy over the military merits of Lord Kitchener it is a pleasant change to read Sir Charles Macara's praise of his administrative talent, based on a tour in Egypt to study the growing and handling of the cotton crop there. Sir Charles was particularly impressed by Kitchener's sympathy with the hardships of the fellahs.

Of the French statesmen whom he has met, Sir Charles seems to have been most struck by M. Poincaré. "His hold on his countrymen arises, in part, from the fact that he is ever and always the essential Frenchman, the embodiment of his countrymen's psychology." In Berlin Sir Charles had an interesting talk with Frau Delbrück, who told him that the secret of the Kaiser's success in better years of his reign was that he was "hand in glove with the men who ran the great industries of the country." He sometimes showed a very practical spirit.

For instance, he once said of the wife of the chairman of the North German Lloyd Steamship Company, whom I knew: "I understand your wife has a most wonderful kitchen. Very well, I am going to bring the Kaiserin to stay with you for a few days so that she may master the details of that kitchen." The Kaiser in those days certainly did seem to have his hand on the levers of German affairs.

Among Sir Charles Macara's war services was the part he took in carrying out the National Registration. When the coal strike broke out this year Sir Charles was to the fore with conciliatory counsel. The career of this organiser is of more than common interest.

That genial exponent of the robust Jeffery Farnol, has given us a sequel to "Black Bartley's Treasure." It is entitled "Martin Coningsby's Vengeance" (Sampson Low, 7s. 6d.). There is a falling off from a literary point of view, since the days of "The Broad Highway"; but it is easy to understand that an author cannot always be at his best—else where would the "best" come in? In "Martin Coningsby's Vengeance" the vengeance itself is a little lost sight of until the end, when an episode occurs like the beautiful one in "The Voyage of Maeldune," and the enemies become the succoured and the rescuer and meet in love.

COAL FOUND ON JUNK.

Mistress Charged with Theft.

At the Magistracy yesterday afternoon, the mistress of a cargo boat was charged before Mr. J. R. Wood with having a secret compartment on the boat, contrary to law. A second charge of stealing six and a half tons of coal was also preferred against her and three Chinese who were found on board the junk at the time of the arrest.

Mr. W. B. Hind appeared for the defendants. The Magistrate said he had inspected the boat and found the secret compartment which was connected with the hold. The compartment had no opening with the deck and that constituted an offence. He imposed a fine of \$50 on this charge and ordered the woman to make the wall of the hold solid.

With regard to the other charge, Sgt. A. E. Carey said that on December 15th he saw the junk lying at anchor in Belcher's Bay, which was an unusual place for cargo boats to lie. She was carrying regulation lights. Witness went on board and found the hold empty. On searching the vessel he found six and a half tons of coal. He questioned the cargo mistress as to from where she got the coal. She did not reply but said in Cantonese: "Here is \$10 to buy coal."

Wan Yeung, a representative of the owners of the s.s. Phraang, said his Company had bought 100 tons of coal from the N.B.K. Coal Company for the vessel. The coal was loaded into defendant's junk and another junk for trans-shipment to the Phraang.

At the close of evidence as to the delivery of the coal on to the Phraang, from the junk, the hold of defendant's junk was emptied and so far as he knew none of that particular cargo of coal went astray. Some sweeping were given to the defendant but they were not allowed to take any more coal.

A Japanese coal contractor said that he sold 100 tons of coal to the owners of the s.s. Phraang at \$150 tons per ton. There were two kinds of coal delivered and he recognized four of the six samples produced in Court as the same as that sold to the ship. He had also examined the six and a half tons of coal found in the junk and said that about 70 per cent was similar to that sold by the Company.

This was the case for the prosecution. Mr. Hind said that there was no proof of larceny. The coal was not missed on the Phraang.

The Magistrate: 20 per cent of a certain type of coal has been found on this junk. This coal is similar to that sent to the Phraang. This might be identified as evidence of having taken the coal. Mr. Hind: There is no evidence that the coal has been stolen.

The Magistrate: But there is evidence of finding. Mr. Hind: If that is so I must ask for an adjournment. I will then clarify my mind on the points of law concerning the case. I wish to address the Court on this case. The Magistrate agreed and said that the case was a most interesting one.

Mr. Hind suggested that the case be heard one day during the next week.

The Magistrate: That will mean the prisoners being in jail for another week.

Mr. Hind: They would rather go to jail for another week than go for six months.

Further hearing of the case was adjourned until next week.

At last. The real centre of the book is the uncomfortable young woman with the breeches and the pistols and the poisons. Mr. Farnol's thousands will probably take this story to their adventurous hearts.

However slight the incidents may be in a book by J. E. Buckrose, she invariably takes them on to an idea which touches the depths. An example is "The Private Hedge" (Hodder and Stoughton, 7s. 6d.). That a fastidious elderly woman should practically pine and die at the destruction of her privacy by the turning of a field into a building, but the private hedge is a symbol of a poignant kind. How many gentle and bewildered spirits are slowly killed by the terrible change until all their lives brought about by inexorable conditions! Everything is so different! It might be their slogan, as it was the very pathetic death-cry of poor Miss Ethel. She found rudeness where she had long met with

CHINA'S COMING LABOUR PROBLEMS.

Need of Avoiding Mistakes of the West.

The need for the organization of systematic economic and social research in China as a means towards the betterment of her industrial conditions, was the theme of an address by Prof. P. Roxby, at a meeting of the Dr. H. T. Hodgkins' Lectures "Fellowship" at Shanghai on the 9th inst.

After showing how industrialization, if it became a curse to China, would become a curse to the whole world, Prof. Roxby said that China was on the verge of huge industrial development. The social upheavals going on in England at the present time were undoubtedly due to a mis-guided industrial revolution. The people at home were suffering from the wrongful exploitation of the workers 80 years ago. The Chinese ought to take the fullest advantage of the bitter experience of the West.

The speaker then referred to two movements in England which had had an important lesson for China. The first was a movement for the application of Christian ethics, economics and citizenship to all the great social issues of the day by means of conferences with groups of workers and employers. The second was the Workers' Educational Association. By means of university tutorial classes it brought the universities into direct contact with artisan labour. Had it been in operation 50 years ago, the enormous gulf between capital and labour which developed in the 19th century would never have existed.

THE CHRISTIAN IDEAL IN CHINA. Speaking on the relationship of the industrial problem to the propagation of Christianity among the Chinese, the speaker quoted Canon Barnes's words: that the greatest problem in the world was how to present Christianity to the Chinese. It must not be presented as an abstract proposition concerning the individual, but as a definite and concrete relation to the economic and social conditions of Chinese life, or it would not appeal finally to such a practical and democratic people as the Chinese. If the Christian forces could offer some solution of that great industrial problem then the chances for the real Christianization of China were surely immensely increased.

Passing to local industrial problems, Prof. Roxby said that districts like Yangtsepoon there ought to be established social settlements, to exist not merely to render service (although he hoped that they would take of this additional work) but primarily to collect, classify and understand data concerning the conditions. Without Toynbee Hall or Oxford House similar work could never have been accomplished in the East-end of London. At the social settlements there should be sociologists who were students from colleges and middle schools who had been trained along the right lines.

WHEN DO TWO PARISHES MAKE ONE?

Essex Rector Loses A Novel Rate Test Case.

A novel point affecting the payment of rates by clergymen who have charge of double parishes was decided by the Billericay (Essex) justices. Rev. H. Carpenter, who was summoned for the non-payment of rates, amounting to £18 15s., is rector of Laindon-cum-Basildon. If an incumbent's income is under £200 he is free from the rate, and if his income is between £200 and £500, one half only is charged. Mr. Carpenter receives £290 as rector of Laindon and £290 for Basildon £580 in all.

The point at issue was whether Laindon-cum-Basildon, is one or two parishes.

For the overseas counsel contended that there was only one parish, and, therefore, Mr. Carpenter was liable to pay the rate. The rector resisted this contention, and said there were separate registers, churches and endowments. The Bench, however, held that there was only one parish. Notice of appeal was given.

courtesy and devotion; noise and ugliness where all had been quiet; and rough waves of ugly life where the lake of a false but lovely place had smiled at her. Many of us are tortured by that "difference" but we move with the tide. Others are drowned by it. The author has drawn a very affecting picture that will only seem trivial to the heartless.

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1/1T	2/5 1/2
Demand	2/5 1/2
10 d/s	2/5 1/2
30 d/s	2/5 1/2
4 m/s	2/5 1/2
1/1T Shanghai	Nom.
1/1T Singapore	110 1/2
1/1T Japan	112
1/1T India	193 1/2
Demand, India	—
1/1T San Francisco	33 3/4
& New York	148
1/1T Java	Nom.
1/1T Marks	Nom.
1/1T Francs	6.70
Demand, Paris	—

BUYING.

1 m/s. L/C	2/3 1/2
1 m/s. D/P	2/3 1/2
5 m/s. L/C	2/9
10 d/s. Sydney and Melbourne	2/10 1/2
10 d/s. San Francisco & New York	56 3/4
1 m/s. Marks	Nom.
1 m/s. Francs	7.30
5 m/s. Francs	7.50
Demand, Germany	—
Demand, New York	53 1/2
1/1T Bombay	Nom.
Demand, Bombay	193 1/2
1/1T Calcutta	Nom.
Demand, Calcutta	193 1/2
1/1T Yokohama	112
Demand, Manila	120
Demand, Singapore	110 1/2
Demand, Batavia	148
1/1T Haiphong	Nom.
1/1T Saigon	Nom.
1/1T Bangkok	8 1/2
1/1T Sovereign	Nom. 7.55
1/1T Gold leaf per Tael	46.80
3ar Silver, ready	35 1/2
forward	34 1/2
Bank of England rates 5%	—
New York/London	42.05 1/2

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H'kong 50 ct. pieces	1/5 1/2 pm.
10 "	1/10 1/2 pm.
5 "	1/15 1/2 pm.
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Demand, India	—
1/1T San Francisco	33 3/4
& New York	148
1/1T Java	Nom.
1/1T Marks	Nom.
1/1T Francs	6.70
Demand, Paris	—

BUYING.

1 m/s. L/C	2/3 1/2
1 m/s. D/P	2/3 1/2
5 m/s. L/C	2/9
10 d/s. Sydney and Melbourne	2/10 1/2
10 d/s. San Francisco & New York	56 3/4
1 m/s. Marks	Nom.
1 m/s. Francs	7.30
5 m/s. Francs	7.50
Demand, Germany	—
Demand, New York	53 1/2
1/1T Bombay	Nom.
Demand, Bombay	193 1/2
1/1T Calcutta	Nom.
Demand, Calcutta	193 1/2
1/1T Yokohama	112
Demand, Manila	120
Demand, Singapore	110 1/2
Demand, Batavia	148
1/1T Haiphong	Nom.
1/1T Saigon	Nom.
1/1T Bangkok	8 1/2
1/1T Sovereign	Nom. 7.55
1/1T Gold leaf per Tael	46.80
3ar Silver, ready	35 1/2
forward	34 1/2
Bank of England rates 5%	—
New York/London	42.05 1/2

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1.00 a.m. to 1.00 a.m.	Every 15 min.
1.00 a.m. to 1.00 a.m.	Every 15 min.
1.00 a.m. to 1.00 a.m.	Every 15 min.
1.00 a.m. to 1.00 a.m.	Every 15 min.
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1.00 a.m. to 1.00 a.m.	Every 15 min.
1.00 a.m. to 1.00 a.m.	Every 15 min.
1.00 a.m. to 1.00 a.m.	Every 15 min.

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BY ARRANGEMENT AT THE COMPANY'S OFFICE, ALEXANDRA BUILDING, 100, WING LEE.

METEOROLOGICAL.

Dec. 23d. 11h. 32m.—Pressure has decreased slightly at Vladivostok and Weihaiwei, and increased slightly at all other reporting stations.

The northern anticyclone is probably moving eastward, leaving a separate anticyclone over China.

Fresh to strong monsoon may be expected along the coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. Total since January 1st, 97.33 inches, against an average of 82.82 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District Forecast.

1 Hongkong to Gap

Rock

2 Formosa Channel

N.E. winds, fresh to strong; fine to cloudy.

N.E. winds, strong to gale.

3 South coast of China between H.K. & Lamoocks.

4 South coast of China between H.K. & Hainan.

The same as No. 1.

The same as No. 1.

T. F. CLAXTON, Director, H.K. Observatory, Dec. 23, 1921.

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